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OFFICIAL PLAN REVIEW

PHASE III

CONSULTATION DOC[illegible]

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IN RESPONSE T[illegible]
DRAFT OFFICI[illegible]
MAY, 19[illegible]

Volume [illegible]
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Regional Municipality of [illegible]

May, 19[illegible]

OFFICIAL PLAN REVIEW

PHASE III

CONSULTATION DOCUMENTATION

FORMAL SUBMISSIONS IN RESPONSE TO THE DRAFT OFFICIAL PLAN, MAY, 1987

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May, 1988

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Ontario
Ministry of
Municipal
Affairs

777 Bay Street
Toronto, Ontario
M5G 2E5

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#096

cc: Mr. N. Tunnicliffe

September 16, 1987

VIA PUROLATOR COURIER

Mr. John Wright
Planning Commissioner
Office of the Planning Commissioner
Regional Municipality of
  Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

OTTAWA-CARLETON
SEP 17 1987
PLANNING DEPT

Subject: Regional Municipality of Ottawa-Carleton
Draft Official Plan
File: 06-DP-87007

Dear Mr. Wright:

We have had an opportunity to review the draft Regional Official Plan as well as the comments of Provincial Ministries and agencies received to date. The meeting arranged through your office for Provincial Ministries and agencies in July was most helpful in assisting this review.

The focus of our review and comment is matters which are of Provincial interest and/or significance.

Our comments are in two parts. Part 1 deals with matters which we have identified for comment. Part 2 contains a discussion of comments received from Ministries and agencies.

Part 1

Section 6.2.6 - Special Needs Housing, has been added to the draft plan and contains policies which are supportive of group homes, consistent with the Provincial policy. We support the objective of all municipalities sharing in the responsibility of providing for group home accommodation. To this end, we support the proposed policy of requiring each municipality to permit group homes in all areas where residential uses are permitted in its zoning by-law.

As an example of this process working at the local level, the Township of West Carleton recently completed a review of group home policies. It now has an official plan policy and zoning by-law provisions in place to deal with new group homes locating in its municipality.

Section 6.2.5 - Condominium Conversion, proposes a new policy be added to the plan for the protection of affordable rental housing. We support the Region's efforts in promoting this action and support the proposed policy.

Section 3.1.3.1 - Central Area, promotes a co-operative planning effort in the central area of the City of Ottawa. This would include the Region, City staff and the National Capital Commission. We have encouraged such an approach in the past as it is essential in realizing the great potential of the central area of Ottawa.

A matter of contention which remains outstanding is the status of NCC roads in the Regional Official Plan. There remains an apparent conflict regarding the eventuality of certain roads, such as the Ottawa River Parkway East, the Hunt Club Road extension and the Ottawa River Parkway West, becoming part of the Regional transportation network. We strongly urge the Region to work toward resolving this matter as it affects official plan policy. We are available to assist all parties in reviewing this matter if requested.

Section 1.7.2(4) - Policies for Implementation, changes the existing policy regarding the use of secondary plans. As noted by regional planning staff in their transmittal report, the use of secondary or development plans for establishing planning policy outside the parameters of the Planning Act has been questioned in Ontario Municipal Board decisions. The consultation and notice provisions of the Planning Act ensure that all interested parties are provided an opportunity to have input into planning decisions. The revised policy, requiring that all substantive policy be included in adopted official plans, is appropriate.

096-3

We would question, however, the advisability of the Regional Official Plan containing any policy for the use of secondary plans outside the Planning Act, as contained in this policy. Design details can be addressed using such mechanisms as site plan control and the local municipality can establish its own criteria for the review of such plans. We would suggest that the second sentence of Section 1.7.4(4) either be clarified or deleted.

Section 2.2.2 - Regional Development Strategy, defines the area to be included in the Stage 1 lands for development. This policy refers to the portion of the City of Nepean north of the Jock River as being added to the Stage 1 lands. However, Schedule A - Urban Policy Area, continues to show only that portion of the land in Nepean which is currently designated as Stage 1.

Policy 2.2.3 continues by stating that council, in association with the Cities of Nepean and Gloucester, will undertake a planning study to determine the appropriate policies for the General Urban Area in the South Urban Community. This statement, in accordance with the regional planning staff comments in the transmittal report, is intended to include both the Stage 1 and Stage 2 lands. It is not clear from these statements, and Schedule A, precisely which lands would be included in the Stage 1 lands upon approval of the new Official Plan and which lands would subsequently be affected by the joint planning study. We would request clarification on this matter.

Section 7.2.3 - Policies for Noise, contains policies for aircraft, road and rail noise. With respect to aircraft noise, the proposed policy follows the Provincial policy with certain exceptions. References to the Ministry of Municipal Affairs in the aircraft policies should be changed to the Province of Ontario as aircraft noise is a Provincial policy.

The Provincial policy permits residential development, subject to noise attenuation measures, between 28 and 35 NEF/NEP values. The proposed Regional policy refers to residential development between 30 and 35 NEF/NEP values. We are not sure what the rationale is for this change and would suggest that the policy be modified in accordance with the Provincial policy.

The proposed policy is to "generally" restrict residential development above the 30 NEF/NEP value, while the Provincial policy uses the 35 NEF/NEP value. As the proposed Regional policy is more restrictive than the Provincial policy, we have no concerns other than the Region's justification for utilizing this more restrictive value. Most other municipalities utilize the Provincial standard which is reflected in their official plans. This Regional proposal would require that local official plans be amended in accordance with the Regional plan.

Section 7.2.3, Policy 16, includes a site specific policy for dealing with variances to the NEF/NEP contours. Any such policy should be based on the NEF/NEP contours and not on noise attenuation in order to conform to the Provincial policy. The principle is that site specific natural features provide sufficient attenuation of the "ground based" noise to reduce the NEF/NEP values to less than 35.

Therefore, we would recommend that Policy 16 be reworded to delete reference to "noise level" in line 5, as follows:

> Notwithstanding Policy 13, local official plans, plans of subdivision, plans of condominium, and severances which permit residential development above NEF/NEP 35 inside the greenbelt may be approved, if it is demonstrated that the site's specific natural topography provides sufficient attenuation of ground based noise to reduce the NEF/NEP values for the site to less than 35, when all other pertinent criteria involved in the calculation of the NEF/NEP values have been included.

Schedule G designates the airport noise zone using a generalized NEF/NEP contour. It is not clear from this policy precisely which contour value is represented on Schedule G. Does this generalized contour illustrate all lands covered by both the NEF and NEP 28 contour? The contour shown is important for determining locations where noise attenuation measures are required, ie., between NEF/NEP 28 and 35. We would request clarification on this matter. We trust that the contours are based on the updated mapping for the Ottawa International Airport.

Section 7.2.3 refers to aircraft, roads and railways as noise sources which the Region is concerned with. The policy does not elaborate on the location or classification of roads affected. Will all roads be included? This policy does not include other noise sources, such as industry. Council may wish to include all major noise sources in its policy.

The proposed noise policy only refers to plans of subdivisions for implementation purposes. We feel that all planning applications should be subject to the noise policies. We can appreciate that the Region does not have direct input on some planning applications; but as a statement of Regional interest and policy, we feel that the policy should refer to all planning applications as being subject to the provisions of this section. This will establish a basis for their inclusion in local plans.

To clarify the existing Provincial policy regarding freeways, we would request that Section 7.2.3, Policy 19, include reference to 70dBA as the "attenuated outdoor noise level".

C96-6

Part 2 - Comments from Other Ministries and Agencies

The Ministry of Transportation and Communications has requested that the Highway 416 (Cedarview Corridor) route be shown on Schedules A, G and H. The route was approved by the Environmental Assessment Board on July 31, 1987. Council may wish to recognize this route in its official plan.

The Ministry of Housing has reviewed Section 6.2.5 - Condominium Conversion, and has no objection or additions to the policy.

The Mississippi Valley Conservation Authority and Ontario Hydro had no objection or comment on the draft plan.

The Ministry of Citizenship and Culture (MCC) has reviewed the draft plan and offered comments relevant to their programs. MCC is pleased to see that the Region has included archaeological and heritage policies in the draft plan. MCC has recommended that heritage protection be recognized in the road widening policies (Section 11.2.4) in terms of taking unequal road widenings in order to protect heritage features. We support this proposed policy. MCC has also commented on the role that the Region can assume in co-ordinating heritage matters in the Region which Council may want to consider.

The Ministry of Natural Resources (MNR) has indicated that it cannot meet the September 4, 1987 deadline for comments. The Ministry of the Environment (MOE) has not yet commented. We have written both MOE and MNR urging them to prepare comments as soon as possible.

We have discussed the agricultural policies with the Ministry of Agriculture and Food (OMAF) and we understand that their comments have been forwarded. OMAF is generally pleased with the policies but will be requesting clarification on a number of matters. The criteria outlined in Section 5.1.3.1 for determining the "Agricultural Resource Area" designation may not include all of the factors considered necessary to satisfy the Foodland Guidelines. The new farm severance policies may need clarification with respect better defining farm help, farm consolidations and viable farm units.

Another concern of OMAF is the "pocket" principle in allowing development on pockets of poor land in an otherwise good agricultural area.

We have enclosed copies of all correspondence received from the circulation of the draft plan.

We are available to meet and discuss our comments with you. We are also prepared to arrange any meetings involving other Ministries or agencies to discuss their comments and your response to them.

Please feel free to contact either Stephen Carty at (416) 585-6105 or myself at 585-6103.

Yours truly,

Tom Smart
Senior Planner
Plans Administration Branch
North and East

c.c. N. Tunnicliffe (RMOC)✓
CPAB - Ottawa

NOTE : other ministry's' comments are printed as separate briefs. CB.

#017
330-2

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Transport Canada Transports Canada

Airports Authority Group Groupe de gestion des aéroports
Airports Directorate
4900 Yonge Street
Suite 300
Willowdale, Ontario.
M2N 6A5

Your file Votre référence

Our file Notre référence
5151-1-137(PKCPF)

OTTAWA-CARLETON
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10 00
SEP 17 1987
8
CLERK'S DEPARTMENT

September 9, 1987.

Planning Committee Co-ordinator
14th Floor
222 Queen Street
Ottawa, Ontario.
K1P 5Z3

Gentlemen:

RE: DRAFT REGIONAL OFFICIAL PLAN

This is in reply to your letter dated, 4 June 1987, which requested comments on the above-captioned draft Official Plan.

The section pertaining to airports i.e., Section 7.2.3 is essentially correct and, therefore, this Department has no objection to the draft Official Plan.

Yours truly,

R.S. Binnie
Regional Director General,
Airports

Canada

#098

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HAMPTON-IONA
COMMUNITY GROUP

26 August 1987

Mr. Brendon Reid, P.Eng.
Chief Project Planning Engineer
Transportation Planning Division
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Re: Kirkwood Extension

Dear Sir,

Further to the review held between the Region and the Ad Hoc Committee to Review the Kirkwood Extension last spring on this matter, this letter shall address the recent position taken by the Westboro Community Association regarding implementation of the plans to extend Kirkwood Avenue from Richmond Road to Scott Street. While we of the Hampton-Iona Community Group are in agreement with general concern with the build up of traffic through Westboro and the hazards of increasing density of traffic on Churchill Avenue, we do not support the WCA in the stance that the extension of Kirkwood is the solution to the problems of traffic in our Community nor that the WCA can speak for the Community on so divisive an issue. Lest the Region perceive this representation as intra-community wrangling, the essence of our concern for the position taken by the WCA to request proceeding with plans to extend Kirkwood stems from the following;

1. Currently, both streets suffer identical problems of noise, speeding traffic and lack of safe, cross-street access as a result.
2. No effective action has been taken to deal with these problems.
3. While the WCA claims to speak for the residents of Westboro, no attempt has been made to involve the community in the decision to urge the implementation of the Extension. Before the Region can give serious consideration to implementing the Extension, the residents of the entire community must be permitted to express their concerns and to be informed of the Region's overall goals and plans by way of a public forum.

We urge the Region, therefore, to support the democratic process by permitting the residents of Westboro to be involved in the decision to extend Kirkwood, when the Region so decides to pursue this plan. So important an issue to the community must have the support and understanding of the community and must not be arbitrarily decided by any group improperly representative.

Yours sincerely,

Bill Crompton

William D. Crompton
Hampton-Iona Community Group

cc/ Mr. Richard Robinson
Secretary
Westboro Community Association

Mr. Mark Maloney
Alderman - Queensboro Ward
City of Ottawa

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Copy
MT

The
Proctor & Redfern
Group
Consulting Engineers and Planners

Suite 202, 210 Gladstone Avenue
Ottawa, Ontario K2P 0Y6
Telephone (613) 594-3000

September 11, 1987

E.O. 86647

OTTAWA-CARLETON
RECEIVED
SEP 15 1987
CHAIRMAN'S

OTTAWA-CARLETON
SEP 17 1987
11:45 am
PLANNING

Regional Municipality
of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario

Attention: The Chairman

Dear Sirs:

HOLITZNER PROPERTY
LOT 10, CONCESSION II, KANATA

Subsequent to the publication of the Regional Development Strategy and other discussion papers, we submitted a brief to the Region on behalf of M. Holitzner Limited which owns Lot 10, Concession II, now in the City of Kanata.

It was our understanding that a further submission had been made to the Region by Mr. Holitzner on its Draft Official Plan. This may be the case but we are unable to confirm such since Mr. Holitzner is out of the country.

In the event that no comment on the Draft Official Plan has been submitted, and notwithstanding the fact that the deadline for coment has passed, we trust that we may submit the following and may be afforded an opportunity to address the RMOC Planning Committee in support thereof.

The Official Plan Review Phase II, Consultation Documentation, summary of Briefs & Staff Response, reviews and comments on the Holitzner submission as Brief #59.

We acknowledge the staff response to the brief. However, we submit that the Holitzner proposal is unique in that neither strictly urban nor rural estate development is contemplated.

Holitzner owns 200 acres of land that is proposed in the Draft Official Plan to be designated Marginal Resource (Restricted). The reason for such designation is the nature of the land and the desirability of protecting certain elements of the landscape. Holitzner is cognizant of such a desire and believes that it can best be accomplished by a very sensitive scheme for the judicious placing of residences on the property and the preservation in perpetuity of the important landscape elements in some form of communal ownership. The precise details of how this may be accomplished will need contemplation and careful crafting.

.../2

099-2

It is believed that adequate provision for the disposal of storm drainage can be accomplished by innovative design that would preserve existing natural features. It is also believed that the disposal of sanitary wastes can be effected by septic tank and title field installations. Water supply for domestic and firefighting purposes may be somewhat more difficult. It was, and is therefore, submitted that the extension of pumped water supply to the land would be reasonable, bearing in mind the advantage of preserving the natural environment to an optimum degree.

We assert that the minimal development anticipated would:

- not necessitate an extension of the urban area;
- not jeopardize any RMOC objectives;
- not cause any traffic problems
- not constitute the development of "serviced" urban lots;
- be a reasonable caveat on Regional Policies;
- provide a transition between urban development to the east and rural preservation;
- preserve landscape elements at no cost to the Region or City.

We therefore respectfully request the Region to provide suitable wording in the text of the Official Plan to permit the scheme contemplated by Holitzner, subject to such safeguards as the Region may deem appropriate.

Yours truly,

Proctor & Redfern Limited

M. J. Bacon, B.Arch, M.C.D., M.C.I.P.
Director of Planning and Senior Consultant

cc: Mr. A. Bielecki
Mr. M. Holitzner

#100

SUBMISSION TO THE REGIONAL PLANNING COMMISSION
PROPOSAL FOR THE DEVELOPMENT OF LEITRIM
TARTAN DEVELOPMENT CORPORATION

INTRODUCTION

The Regional Municipality has set a number of goals as part of its planning process. The goals are listed in Section 1.2 of the Draft Offical Plan. Our proposal, in support of the growth in Leitrim, will address the following goals:

- Provide for an amount and variety of housing and employment adequate to meet the requirements of the projected population.
- Provide a land use and transportation system which emphasizes convenience of movement.
- Protect important natural resources.
- Minimize the public cost of required services consistent with overall benefit.

LOCATION

The proposed Leitrim Growth Area is immediately south of the Greenbelt and straddles Bank Street in the City of Gloucester, The lands, which are adjacent to the area known as the South Urban Community, are bounded by Leitrim Road, Hawthorne Road, Rideau Road and Albion Road. The location is shown on Map 1.

The interest of the Tartan Development Corporation is a 320 acre parcel which is shown on Map 2.

PROVISION OF HOUSING AND EMPLOYMENT

The land, as originally proposed in Amendment 10 to the Gloucester Official Plan, comprises 5,000 acres of which 40% were to be Residential and 20% Industrial.

Although we feel that the entire area cannot be economically brought on stream, we feel that a Village of Leitrim in the order of 10,000 people and related industrial growth can be brought on stream immediately with reasonable expenditures.

The Village boundary would generally be Leitrim Road, Albion Road, Rideau Road and the drainage area which lies just east of Bank Street. This area is shown on Map 3.

The development will provide the residents of the Region with an immediate locational choice for housing and provide for employment opportunities.

HISTORICAL BACKGROUND AND EMPLOYMENT POTENTIAL

The City of Gloucester has been interested in an urban community in Leitrim for some time.

Industrial uses of land are already approved and zoned for present and future development in the Leitirm area. This industrial areas has already started to develop with some 70 businesses in the area (Gloucester Staff Report - November 1986).

In order to support growth in the Leitrim area, the City entered into an agreement with the City of Ottawa in 1977 to purchase capacity in the Conroy Road trunk sewer which, at a minimum, would provide for an equivalent population of 22,000 people (RMOC Staff Report, 3 March, 1986).

This sewer has been built to Queensdale Avenue and has been designed for an extension of 2.7 kilometers to Leitrim.

It is our understanding that the City of Gloucester wishes to expand the industrial area and we are supportive of that proposal.

NEED FOR RESIDENTIAL LANDS (RMOC)

The Region has prepared detailed forecasts of land requirements and housing projections through to the horizon year of this Official Plan. The conclusion that some 5,000 hectares of undeveloped land be available by the year 2001 is commendable but the timing, absorpition rates and location are of concern. The rates of absorption and availability of land for immediate development will be the subject of a presentation by the Ottawa-Carleton Homebuilders Association.

The addition of a Leitrim Village to the South Growth Area will provide land for immediate development at reasonable cost and provide housing in the area to support existing and proposed industrial development.

TRANSPORTATION

Regional Studies in support of the Official Plan review indicate that a population of 10,000 people will not require improvements to the existing road networks as a surplus capacity exists which will accomodate this growth.

In addition, the Transportation Study indicates that Bank Street could be used to gain access to the South Keys transit terminal. The report suggests that capacity problems may exist at 35,000 population. It is assumed that a Village of 10,000 would avoid this problem.

Accordingly, we feel that our proposal would not necessitate public expenditures for transportation network improvement or for the provision of rapid transit services beyond South Keys.

PROTECTION OF NATURAL RESOURCES

The Regional Development Strategy report of November 1985 indicates that Leitrim is the only growth centre option that does not have an adverse affect on agricultural lands.

Growth in Leitrim would thereby satisfy an important Regional and Provincial Criteria.

DEVELOPMENT COSTS

Our consultants have prepared a preliminary cost and development analysis for these lands.

The study indicates that major trunk services can be provided immediately and at reasonable cost.

In addition, these services will provide benefit for future developments in the South Growth Area and for the balance of the Leitrim Growth Area when development in these areas is warranted.

The consultants' findings are included as Appendix A to our submission.

CONCLUSION

Designation of Leitrim as a growth area can provide an immediate Regional benefit as a Village with full urban services and provide long term benefits as an urban centre which develops as a part of the South Urban Community.

Approval of Leitrim for immediate development satisfies the following Regional Goals:

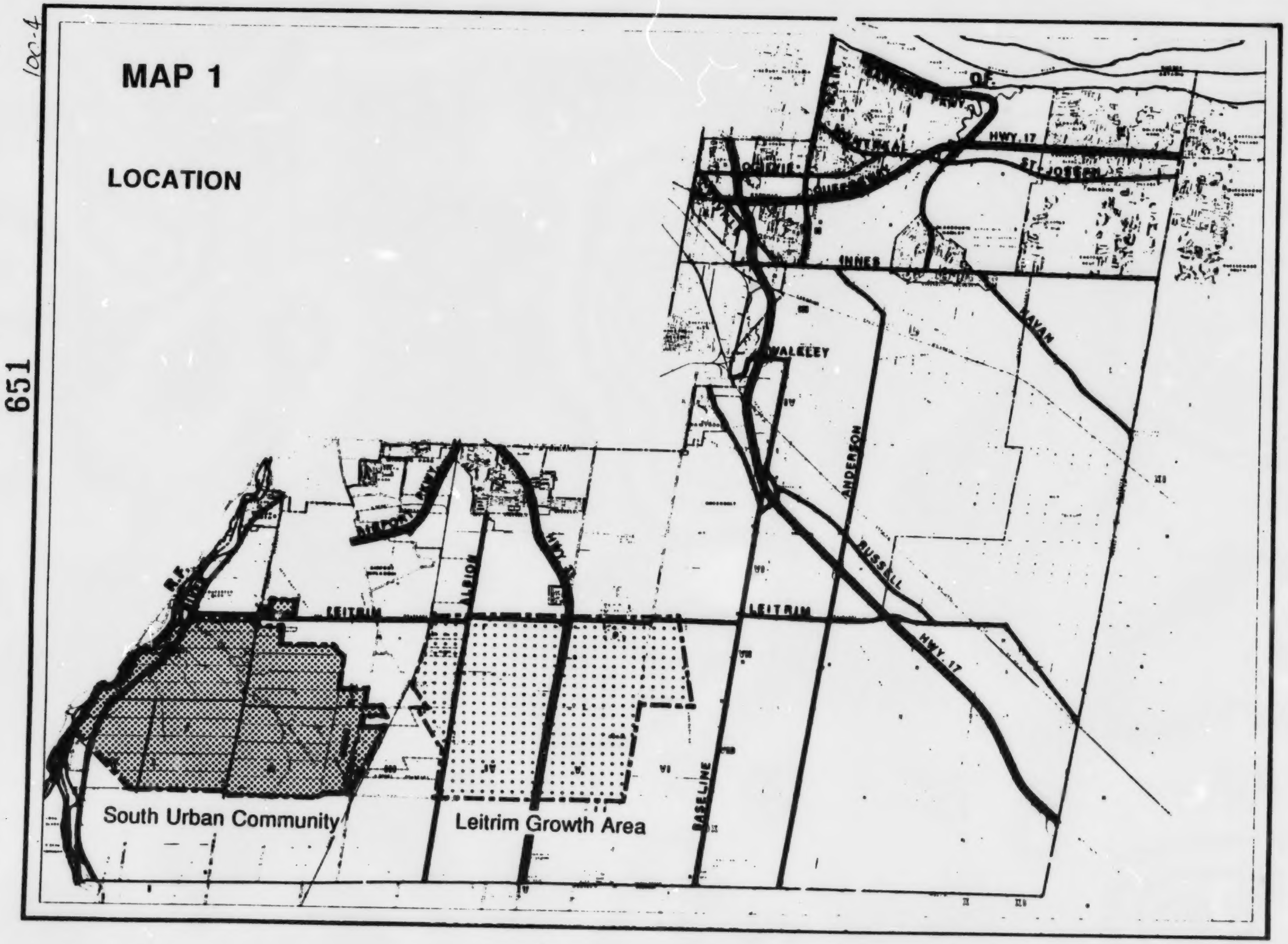
1. Satisfies housing and employment needs;
2. Allows for transportation and transit without additional expenditures;
3. Protects natural resources;
4. Minimizes public expenditures.

We trust that our submission will be favourably recieved by the Region and that the appropriate approvals are given to allow for immediate development of this portion of the Leitrim Growth Area.

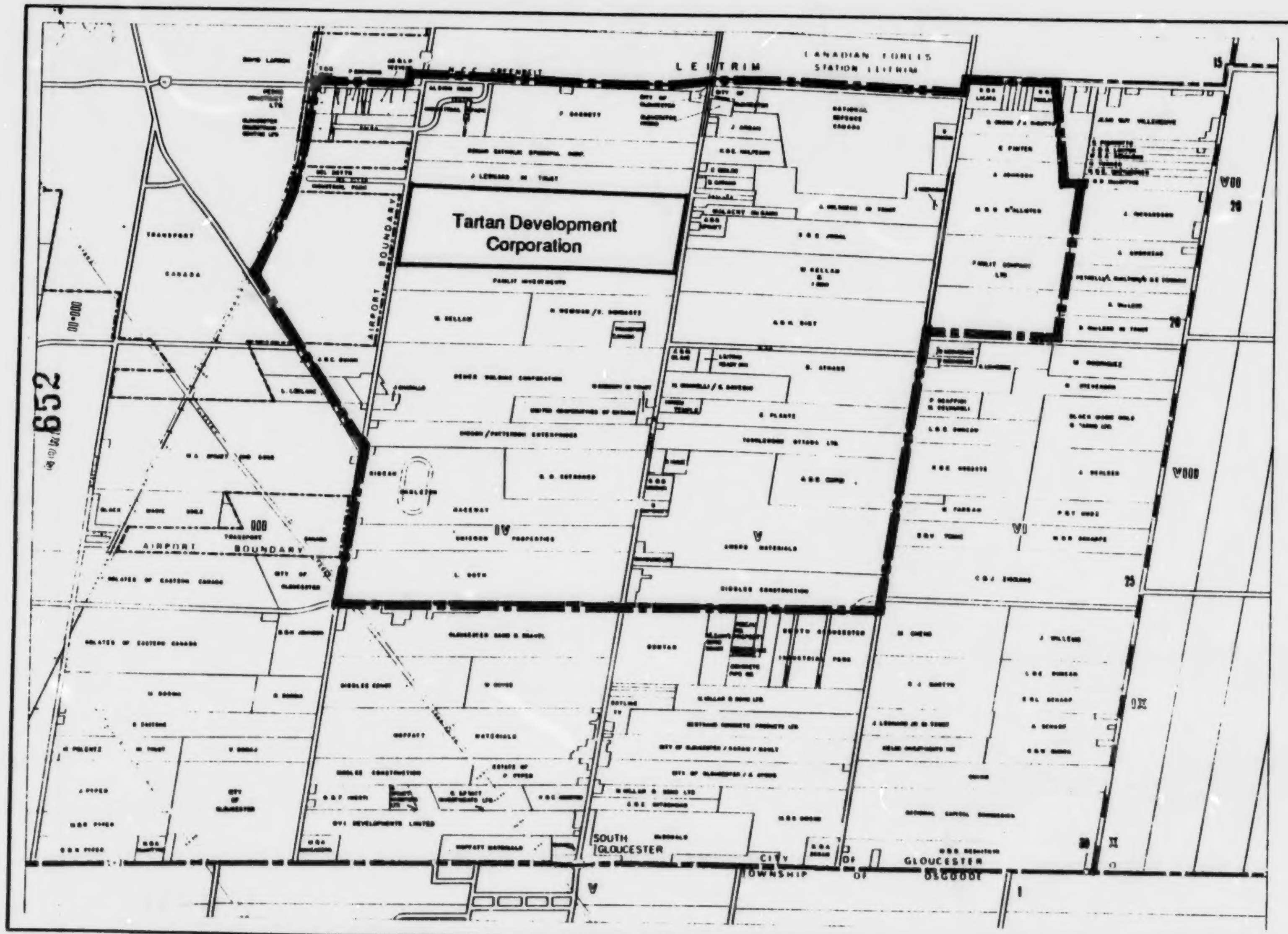
100-4

MAP 1

LOCATION


HWY. 17
MONTREAL
ST. JOSEPH
QUEENSWAY
INNES
NAVAN
WALKLEY
ANDERSON
AIRPORT PKWY
ALBION
HWY 31
LEITRIM
LEITRIM
RUSSELL
HWY. 17
BASELINE
South Urban Community
Leitrim Growth Area

100-5


652
LEITRIM
CANADIAN FORCES STATION LEITRIM
Tartan Development Corporation
AIRPORT BOUNDARY
TRANSPORT CANADA
NATIONAL DEFENCE CANADA
RIDEAU CARLETON RACEWAY
IV
V
VI
VIII
IX
X
15
20
25
30
SOUTH GLOUCESTER
CITY OF GLOUCESTER
TOWNSHIP OF OSGOODE

MAP 2

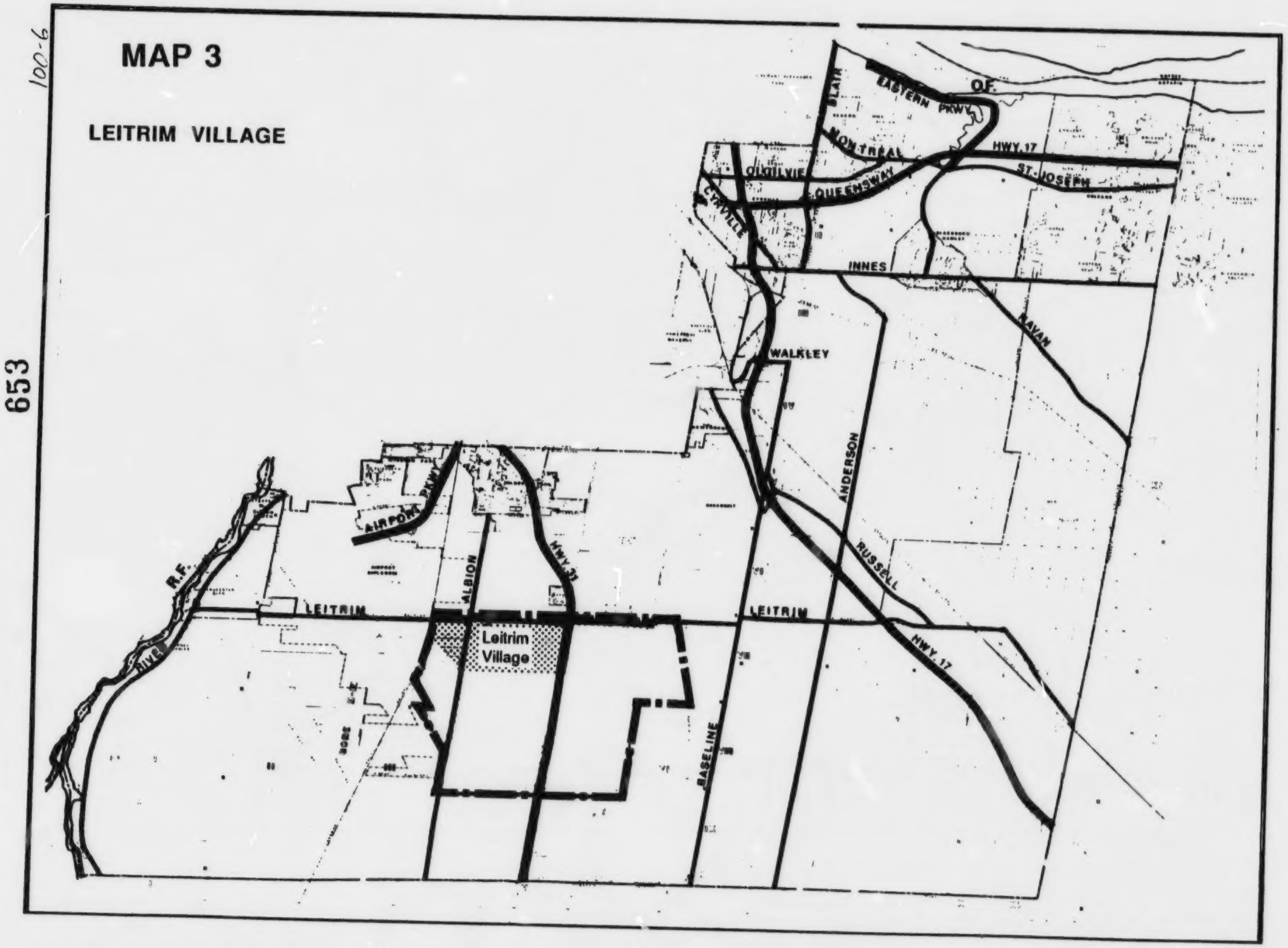
OWNERSHIP

STUDY AREA BOUNDARY approximate

100-6

MAP 3

LEITRIM VILLAGE


BLAIR
EASTERN PKWY
OF
MONTREAL
HWY. 17
OGILVIE
QUEENSWAY
ST. JOSEPH
CYRVILLE
INNES
KAVAN
WALKLEY
ANDERSON
RUSSELL
AIRPORT PKWY
ALBION
HWY. 31
R. F.
RIVER
LEITRIM
LEITRIM
HWY. 17
BASELINE
BORE
Leitrim Village

CCL

654

Cumming Cockburn
Consulting Engineers and Planners

655

100-6

DEVELOPMENT ANALYSIS
LEITRIM

Prepared for

Tartan Development Corporation

Prepared by

CUMMING COCKBURN LIMITED

AUGUST 1987

File: 3079-87
E. 106

APPENDIX A
LEITRIM GROWTH AREA
SOUTH URBAN COMMUNITY

Introduction

The firm of Cumming Cockburn Limited has been retained by the Tartan Development Corporation to evaluate the development potential of the proposed Leitrim Growth Area. This report has been prepared from an engineering perspective and is intended to support an urban residential designation in the Regional Official Plan by providing estimated costs to bring external services to these lands.

The City of Gloucester, through Amendment 10 to its Official Plan, proposes to expand the already approved industrial development in the northwest sector of the growth area. We therefore propose an initial phase to accommodate a population of 10,000 to be developed in support of this employment centre. This initial population threshold has been chosen as it would allow residential and industrial development to proceed WITHOUT ANY UPGRADING to existing road networks.

Certain extensions and upgrading of existing watermains and extension to the existing Conroy Road trunk sanitary sewer are required. The City of Gloucester owns 21 c.f.s. of capacity in the Conroy Road trunk sewer which would allow residential and industrial development for the proposed Leitrim Growth Area.

Growth Node

Drawing No. 3079-87-1000 contained hereto indicates boundaries of the proposed Leitrim Growth Node including the Phase I sector which is subject of this report. It will be noted that an existing 400mm (16 inch) watermain is contiguous to more than half of the proposed Phase I sector, and further, the existing natural drainage and creeks create an ideal situation for stormwater attenuation facilities, thus ease of storm drainage both technically and monetarily.

Information Sources

The following reports and plans have been utilized for technical data and documentation contained herewithin.

1) Report on Sanitary Sewer Servicing Study
   South Centre Growth Area
   - Gore & Storrie Ltd.

2) Engineering Report - Leitrim Sewage Pumping Station
   - Kostuch Engineering Limited

3) Master Drainage Plan for the Upper Findlay Creek Watershed
   - A.J. Graham Consultants Ltd.

4) Preliminary Report for Findlay Creek Municipal Drainage Works
   - A.J. Graham Consultants Ltd.

5) City of Gloucester Planning Reports

6) Transportation Discussion Paper - November 1985
   - R.M.O.C.

7) Ottawa-Carleton Official Plan Review - Transportation Component
   - December 1986
   - R.M.O.C.

8) Conroy Road Sanitary Sewer Design
   - Delcan

9) Preliminary Geotechnical Appraisal - Kelly Property
   Leitrim Area - Gloucester - Report No. 8712230
   - Golder Associates

Water Service

Drawing No. 3079-87-1000 indicates the existing watermains that would be utilized in servicing the subject lands together with locations within R.M.O.C. pressure area 2C that would require upgrading as follows:

A - Ground Reservoir
B - Increase Pumping Capacity
C - Eliminate Pipe Restriction
D - Construct New 24" Watermain
E - Increase Pumping Capacity
F - Extend 48" Watermain

We recommend a detailed water distribution analysis to determine the validity of the upgrading concepts indicated above.

Sanitary Service

Drawing No. 3079-87-1000 indicates an existing sanitary trunk sewer on Conroy Road that would more than adequately service Phase I as herein defined. The following works would be implemented as an extension to the existing Conroy Road system to satisfy sanitary drainage for development of Phase I.

G - 1200mm (4ft.) dia. gravity sewer
H - Pump Station
I - Force Main

Storm Drainage

Drawing No. 3079-87-1000 indicates the location (J & K) of detention ponds that would be constructed together with a cleanout of Findlay Creek (L) that would ensure adequate storm drainage protection.

100-9

Public Utilities

A brief discussion with Gloucester Hydro suggests that adequate plant capacity is available to service the subject lands at a minimum impost cost to the utility company. Bell Canada, Cablevision & Consumers Gas would ensure capacity at their cost as per their past policies.

Traffic

A study of the Transportation Discussion Paper(s) would suggest that with the exception of intersection improvements on major roads extending to and from the subject property, no upgrading of trafficways is required to satisfy the residential population as herein defined.

Soils

Golder Associates have expedited a preliminary soils investigation within the subject parcel of land which indicates that from a geotechnical perspective, municipal servicing and house construction is consistent with development conditions in the Region.

Costs

The following estimated prices are gross costs necessary for development to proceed on the subject land and do not reflect recoveries that may be realized from others utilizing the services for future development purposes. In particular, the costs of implementing the water system will be of benefit to the existing approved South Urban Community and will assist the Region by providing future capacity for development of same.

100-10

Water Service	
Total A through F	6.7 M
Sanitary Service	
Total G, H, & I	4.5 M
Storm Drainage	
Total J, K & L	2.0 M
Public Utilities	
Impost Cost (Restringing Poles on Highway 31)	.2 M
Traffic	
Intersection Improvements	.3 M
Total Estimated Cost Necessary For Development to Proceed	13.7 M

This report is respectfully submitted.

CUMMING COCKBURN LIMITED

Lawrence D. Bradley, P. Eng.
Senior Vice President and
Regional Director

August 27, 1987

MAP FOR TARTAN BRIEF (#100) IS TOO LARGE TO PRINT. A COPY IS ON FILE WITH PLANNING DEPT.

C.B.

B. McGee #101
(see also
#006)

662

REGIONAL MUNICIPALITY OF OTTAWA CARLETON

PLANNING COMMISSION

September 15, 1987

I appreciate this time ~~five minutes~~ to present my concerns re your proposed planning as regards my property.

I inherited approximately 30 acres of rural (agricultural?) land from my father, Clifford Bradley, about 10½ years ago--namely the northerly quarter of east half of Lot 29 in the then township of Goulburn. This property fronts on Highway #7, borders on presently zoned RU2 and is approximately 1 mile west of Hazeldean-Glen Cairn and 3 miles east of Stittsville boundary and is now in the City of Kanata.

In 1983, 3.24 acres of this land was expropriated by the Mississippi Valley Conversation Authority on which they developed a drainage ditch which left me with a separated parcel of 2.02 acres and another parcel of 24.07 acres. The smaller triangular shaped 2.02 acre lot has no access except by Highway #7 and is obviously not suitable for agricultural production and in fact has not been used as such for 40 years. The remaining 24 acres also fronts on Highway #7 and is in close proximity to GlenCairn Urban development.'

I have had 2 appraisals on this property--one by Russell McKay Real Estate (for Succession Duty Purposes--The Succession Duty was subsequently influenced by the neighbouring Urban Development). and a second by Pige on-Roy Ltd for expropriation information--both reports state"that highest and best use of said land is Holding for future development".

Cont'd

This property was willed to me by my father in the tradition of the past four generations of Bradley farmers. He recognized that I would be unable to actively farm this land so chose for me the best parcel that would be best suited for development. By ruling this land as an Agricultural Resource Area, you are effectively denying me the right to realize any appreciable value from my inheritance.

In your Planning Department Recommendations to the Planning Committee-Part 4-page 1, 2ns paragraph, it states "maintaining an attractive area, distant from the urban area----so that existing and future residents have the opportunity to live in such an environment". I appreciate your concern for such residents, but don't you think that this concern should also include the farmers and land owners of the proposed "Agriculture Resource Area?"

What happens to small property owners of aging and/or ailing farmers who are physically unable to continue farming? He cannot sell his property because no prospective farmer in his right mind would want to re-establish an agricultural venture in such close proximity to an urban development--ask Mr. Craig, the only remaining active farmer in this area--about the problems he has with trespassing, destruction of crops and fences by touring bikes and recreational vehicles, harassment of livestock, destruction of farm equipemtn--or the hazards of moving heavey and slow-moving machirery over a heavily travelled main highway. By proposing to keep this land "Agriculturally productive" (an unrealistic dream in this area) you are denying the present land owners/farmers their retirement future.

As I drove over this mile of Highway past this proposed Garden of Eden, I saw collapsing barns and dwellings, neglected fields of thistles, brush, weeds and garbage (with the exception of the one remaining active farm which may also be reduced to same desolation in the future.)

You are too late with your planning--20 years too late! All this planning should have been considered and acted upon before Glencairn, Kanata, etc. Don't try to make the existing land owners pay the penalty of someone else's mistakes--we can't afford it! If what you want is a Green Belt Buffer between Kanata and Stittsville, then say so and be prepared to pay us a fair price for this land.

This short 5 minute restriction indicates to me that this proposal has already been decided and that I have perhaps wasted your time and mine. I hope this is not so!

(Mrs.) Barbara McGee

260 Scarlett Road, Ste. 312

Toronto, Ontario
M6[illegible]

[illegible]

CITY OF OTTAWA FIGURES
FOR THE
GROSS LEASABLE AREA (GLA)
AT
CARLINGWOOD SHOPPING CENTRE

($1M^2 \equiv 10.76\ FT^2$)

MAY/86 GLA = 46825 m^2

ΔGLA 2941 ($\equiv$ 31645 FT^2)

49766

$$\begin{array}{r} 50000 \\ -\ \underline{49766} \\ 244 \end{array}$$

SEP/86 GLA = 43048 m^2

ΔGLA = 4126

47174

$$\begin{array}{r} 50000 \\ -\ \underline{47174} \\ 2826 \end{array} \quad (\equiv 30408\ FT^2)$$

RECOMMENDATION : EXPRESS LIMIT AS "AS-BUILT"
EXISTING

ARS/CCH
15/9/86

Ontario
Ministry of Municipal Affairs
Ministère des Affaires municipales

667

13

International Year of Shelter for the Homeless
1987
Année internationale du logement des sans-abri

September 1[illegible], 1987

Mr. N. Tunnacliffe
Director
Policy and Programs Division
Regional Municipality of Ottawa-Carleton
Planning Department
222 Queen Street
Ottawa, Ontario

SEP 17 1987
6
PLANNING DEPT.

Subject: Draft Regional Official Plan

Dear Mr. Tunnacliffe;

Enclosed please find copies of responses from the Ministry of Agriculture and Food and the Ministry of the Environment.

These replies were received too late to include in our comments. We will be reviewing this material and will comment as necessary.

Tom Smith

Tom Smith
[illegible]
Plans Administration Branch
[illegible]

Enclosures.

NOTE: - AG & FOOD #039
- ENVIRONMENT #062
C.B.

#104

668

Winter Buchanan Associates

Consulting Engineers, Architects, Planners & Landscape Architects

SEP 17 1987

14

September 14, 1987
Our File: #86-474

Regional Municipality
   of Ottawa-Carleton
Planning Department
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Attention: Mr. Nick Tunnacliffe

Re: Draft Regional Official Plan
Village of Stittsville
Ed Coates Property

Dear Sir:

Further to our telephone conversation, we are writing to express our concern about Mr. Coates property being shown and referred to as an employment area within the boundaries of the Village of Stittsville in the Draft Regional Official Plan. As you are aware Amendment No. 41 currently before the Region for approval has redesignated the subject lands from Industrial to Residential. This position has been adopted by the Council of the Township of Goulbourn and to the best of our knowledge, their position has not changed. In addition the Amendment has not been objected to by those agencies who were circulated. We therefore question the site being shown as an employment area when there are other industrial parks already established within the Stittsville area.

With the proposed recommended change to Stittsville as a "Principle Urban Area" the development of the land for residential purposes appears to be coming on line. It would appear that once you are satisfied with Stittsville being able to provide land for support of at least 5,000 jobs of employment that the Coates' property would be modified on the Region's land use Schedules to that of Residential.

......2

September 14, 1987
Regional Municipality
of Ottawa-Carleton
Page 2

Once this position is made clear, we would presume that you would speak with Mr. Gord Miller and advise him that you see no problems with the draft plan of the subdivision being put on circulation.

We would presume that if the above actions are followed and no objections received that in order to save time while the Regional Official Plan is being approved that a site specific Amendment to the Regions existing Official Plan could be undertaken to accomplish what our desired objective is, namely: the change from Industrial to Residential.

We would welcome your comments concerning this matter.

Yours very truly,

W.D. Buchanan
WINTER BUCHANAN ASSOCIATES

WDB/bp

CC: Mr. Ed Coates

#105

670

MARION SEYMOUR, CONSULTANT URBAN AND REGIONAL PLANNING

902-2001 Carling Avenue, Ottawa, Ontario K2A 3W5 Tel.: (613) 729-9789

14 September 1987

Ms Ann Therese MacEachern
Secretary
Planning Committee
Regional Municipality of Ottawa-Carleton
14th Floor, 222 Queen Street
Ottawa, Ontario
K1P 5Z3

Re: Northeast Corner - Regional Roads 8 and 19
City of Gloucester - Sandra E. Watson

On behalf of the owner of the above lands I have submitted an application to amend the present Official Plan of the Regional Municipality of Ottawa-Carleton from Agricultural Resource (River Corridor) to Marginal Resource (River Corridor) to allow commercial development of these lands.

The Ministry of Agriculture and Food has no objection to the rezoning of this parcel for non-agricultural development. The other three corners of the intersection of these two Regional roads are committed to commercial development, and it seems reasonable, therefore, to allow similar, and therefore compatible, development for the Watson property.

In the event that the requested Official Plan Amendment is not dealt with before the Official Plan itself is revised, it is requested that this property be designated General Rural Area (River Corridor) in the revised Official Plan. This is the same designation as is applied to the lands to the west of Regional Road 19 and therefore this requested change from Agricultural Resource (River Corridor) to General Rural Area (River Corridor), would apply the same land use restrictions to lands on both sides of the road. The General Rural Area (River Corridor) would allow commercial development, which the Agricultural Resource Area (River Corridor) does not. As pointed out in the application already filed, it seems unreasonable to place more restrictions on development east of Regional Road 19 BECAUSE OF THE PROXIMITY OF THE RIVER than on the lands adjacent to the River.

I have made a submission to the Planning Committee with respect to the larger issue of the inequitable treatment of lands east of Regional Road 19 in both the present Official Plan and the draft Official Plan whereby these lands are more restricted in use BECAUSE OF THE RIVER than lands to the west of the Road which are closer to the river. However, whether or not this larger issue is dealt with in this review of the Official Plan, the designation of the Watson property should be dealt with as an individual problem, and on its own merits.

Ms Ann Therese MacEachern
Northeast Corner - Regional Roads 8 and 19
14 September 1987

page 2

As noted above, the other three corners at this intersection are committed to commercial development. The Osgoode Official Plan is being revised to allow expansion of the Crossroads development immediately to the south, and the Osgoode zoning by-law was amended to allow expansion of the office building to the southwest. The subdivision to the west approved by the Region included a commercial block on the northwest corner of the intersection. There is really only one viable option for non-agricultural development of the northeast corner, and that is commercial.

It is requested, therefore, that the designation of the lands at the northeast corner of Regional Roads 8 and 19 be changed from Agricultural Resource Area (River Corridor) to General Rural Area (River Corridor) in the revised Official Plan.

Marion Seymour

Marion Seymour, MCIP

PLAN MATERIAL
PLASTIC MATERIAL — MYLAR
GAUGE — 0.003 INCH
INK — SPECIAL "T"

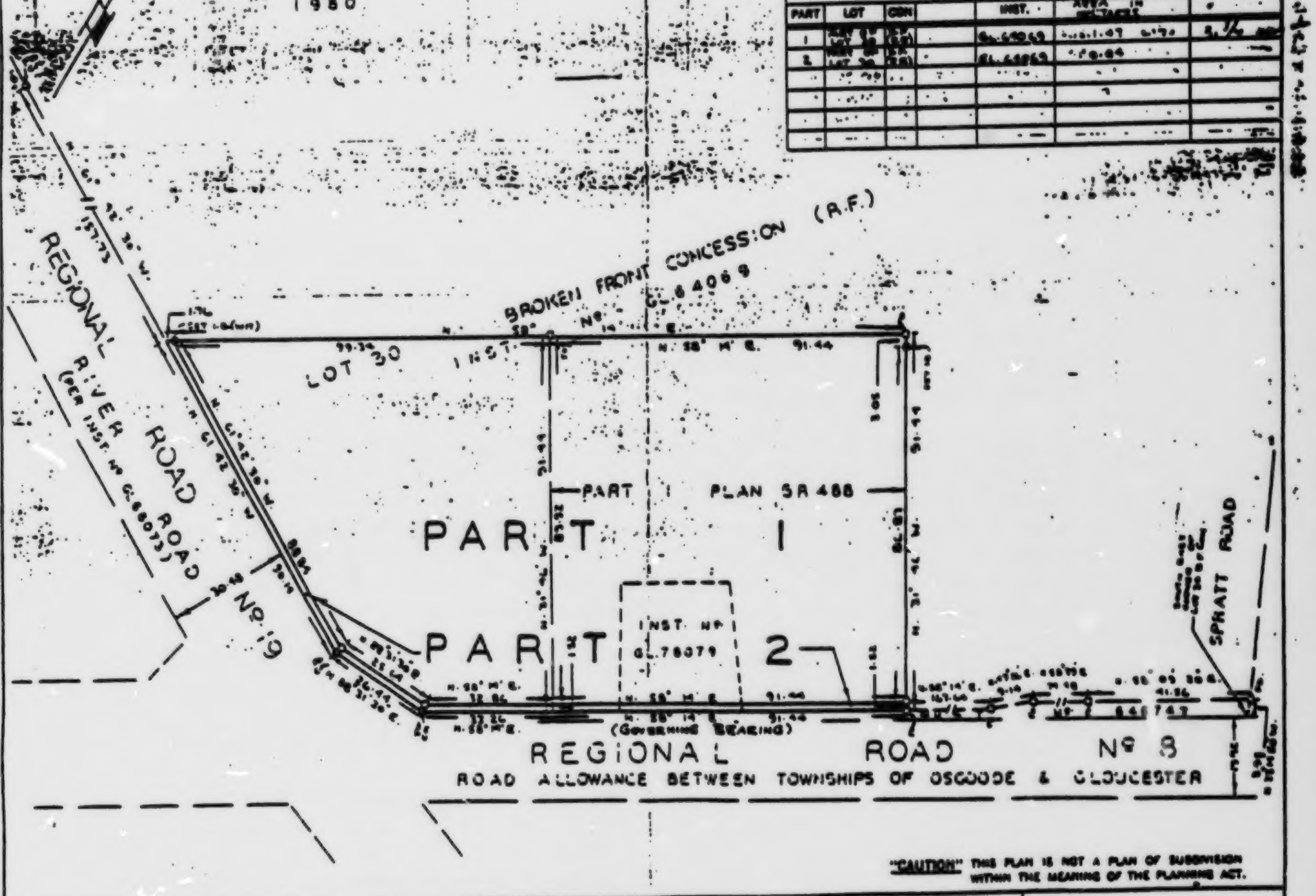
PLAN OF SURVEY OF
PART OF LOT 30 BROKEN FRONT CONCESSION
RIDEAU FRONT
TOWNSHIP OF GLOUCESTER
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
SCALE 1:1000
CHARLES D. ROGERS O.L.S.
1980

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT.
Dec 9, 1980
DATE
Chas D Rogers
SIGNATURE
CHARLES D. ROGERS

PLAN 5R 5433
RECEIVED AND DEPOSITED
Dec. 12 1980
DATE
E. J. Montgomery
SIGNATURE
LAND REGISTRAR FOR THE REGISTRY DIVISION OF OTTAWA-CARLETON (Nº 5)

SCHEDULE

PART	LOT	CON		INST.	AREA IN HECTARES	
1	PART OF LOT 30	B.F. (R.F.)		GL 64069	[illegible]	[illegible]
2	PART OF LOT 30	B.F. (R.F.)		GL 64069	[illegible]	


0 5 10 20 40 60 80 100 METRES
REGIONAL RIVER ROAD
(PER INST. Nº GL 68073)
ROAD
Nº 19
BROKEN FRONT CONCESSION (R.F.)
INST. Nº GL 64069
LOT 30
N. 58° 14' E.
91.44
PART 1 PLAN 5R 488
PART 1
PART 2
INST. Nº GL 76079
(GOVERNING BEARING)
REGIONAL ROAD Nº 8
ROAD ALLOWANCE BETWEEN TOWNSHIPS OF OSGOODE & GLOUCESTER
SPRATT ROAD

"CAUTION" THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT.

METRIC - DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

BEARING NOTE - BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO THE SOUTHERLY LIMIT OF PART 1 PLAN 5R488 SHOWN AS BEARING N. 58° 14' E.

SURVEYOR'S CERTIFICATE
I hereby certify that:
1. This survey and plan are correct and in accordance with the Surveys Act and the Registry Act and the regulations made thereunder.
2. The survey was completed on 4th day of Dec, 1980
Dec. 5, 1980
Chas D Rogers
CHARLES D. ROGERS
Ontario Land Surveyor

LEGEND
■ I B — DENOTES IRON BAR
○ S I B — DENOTES STANDARD IRON BAR
□ S S I B — DENOTES SHORT STANDARD IRON BAR
—//— DENOTES NOT TO SCALE
● R I P — DENOTES ROUND IRON PIPE
+ C C — DENOTES CUT CROSS
● R B — DENOTES ROCK BAR
Fo — DENOTES FOUND
——— DENOTES FENCE
● R I B — DENOTES ROUND IRON BAR
WIT — DENOTES WITNESS
CM — DENOTES CONCRETE MONUMENT

CHARLES D. ROGERS LTD.
ONTARIO LAND SURVEYOR
KANATA, ONTARIO

SCALE 1:1000
REF: JOB Nº 1691

#106

Ministry of Citizenship and Culture
Ministère des Affaires civiques et culturelles

Heritage Branch
Architecture and Heritage
Planning

77 Bloor Street West
Toronto Ontario
M7A 2R9

77 ouest rue Bloor
Toronto Ontario
M7A 2R9

2nd Floor
416/965-4961

Your File:

Our File: 1618-8-8

August 14, 1987

AUG [illegible] 1987
ADMINISTRATION
[illegible] OF MUNICIPAL AFFAIRS

Mr. Stephen Carty
Planner
Plans Administration Branch
North and East
Ministry of Municipal Affairs
777 Bay Street
Toronto, Ontario
M5G 2E5

Dear Mr. Carty:

Re: Regional Municipality of Ottawa-Carleton Official Plan Draft May 1987

I have comments on the above cited document, which was mailed from the Region's Planning Department, for the benefit of your Ministry's review.

I have noted that the draft has addressed this Ministry's concerns and included archaeological sites as heritage features worthy of the same treatment as buildings, sites and districts. The plan also recognizes the heritage and scenic qualities of the Region's river routes and considers their protection, interpretation and restoration as a primary objective of its River Corridor Policies.

I would like to recommend that some provision for heritage protection be referred to in section 11.2.4, Road Widening Policies. Unequal widenings, described in part (d), should also be required where roadways exhibit heritage features.

Generally, I was encouraged to see the Region assuming responsibility for maintaining, improving and protecting heritage features in cases where it may have a direct impact on them, and otherwise supporting and assisting the efforts of other agencies and municipalities, with LACACs and their own individual heritage mandates. At some point the Region may want to consider assuming a co-ordinating role for heritage matters. Some regions of the province have been

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organizing regional heritage workshops, and the region may wish to assist with such efforts. As I'm sure you are aware, there are areas in the Region without LACACs, including the City of Kanata, and the Townships of West Carleton and Osgoode. These areas may not be in a position to benefit from the programs of this Ministry, and should be encouraged to organize LACACs.

I trust these comments will aid your review and ask for the support of your Ministry in endorsing these suggestions. Please feel free to contact me if you require any clarification.

Yours truly,

Margo Teasdale

Margo Teasdale
Conservation Officer

MT:eq

#107

Ontario
Ministry of Housing
Ministère du Logement

675

4th Floor
TORONTO, Ontario
M5G 2E5

(416) 585-7530

International Year of Shelter for the Homeless
Année internationale du logement des sans-abri

August 10, 1987

AUG [illegible] 1987
[illegible] ADMINISTRATION
MINISTRY OF MUNICIPAL AFFAIRS

MEMORANDUM TO: Stephen Carty, Planner
Plans Admin Branch
North and East, 14th Floor
Ministry of Municipal Affairs

RE: Regional Municipality of
Ottawa-Carleton
Draft Official Plan
File: 06-DP-87007

I have reviewed the above-noted O.P. particularly Section 6.2.5 - Condominium Conversion and have no objections to the section or suggestions for additions.

Lynda Newman, MCIP
Senior Planner
Rental Housing Protection Program

Attachment

#108

BY COURIER

September 18, 1987

Bob Avery and Mrs. Ghislaine Brunet
RR 1
Sarsfield, Ontario
KOA 3EO

Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

The following is a submission to the Committee concerning the mineral extraction designation in the Sarsfield area of Cumberland Township.

This submission is to request the committee's assistance in getting quarry operations out of the 100 year-old, historical farming community of Sarsfield. And to urge you to set up strict, enforceable criteria to make sure a similiar situation doesn't happen in the region in the future.

In 1980 the Township of Cumberland designated as mineral extraction a 1,000 acre parcel of land around Sarsfield. The area is populated by second and third generation farming families. A year of research has shown that this area simply cannot handle both agriculture and quarries - it is one or the other.

The land was designated by the region as agricultural resource, which allows the township to further designate it mineral extraction. The township does not have to meet the regional setback distance of 450 meters. The township does not have to take any responsibility for controlling quarry operations. This is a provincial matter. This vague, disjointed system of quarry planning and enforcement in Ontario just doesn't work. The result is what has happened in Sarsfield - the last place that should have quarries has got them.

As Nigel Brereton told township officials June 22, the Canaan Hill (Sarsfield) quarry designation is not on the draft regional official plan because there are simply too many people around. Cumberland council has refused to hear from Mr. Brereton. We believe the situation is now out of control. The regional planning department should have the power to stop this mess and to make rules to make sure it never happens again.

Only areas designated mineral extraction by the region should be allowed to have quarries. Such regions must be fully studied. The agricultural resource designation is just too loose, and allows something like the Sarsfield mistake to come about. It allows for quarries to be put in an area at the discretion of the township, without any standards having to be met, or any studies having to be done. As is the case in Sarsfield, the township ends up doing something the region disagrees with. This takes any continuity out of regional planning. And it sentences residents to spending a year of their lives and thousands of dollars proving the obvious - you can't have quarries in the middle of farms.

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We have attached material which we believe cleary shows that quarries will turn the Sarsfield area into a ghost town. This process, in fact, has already begun as a recent decision by the Tax Assessment Review Board shows. Health is threatened because of dust and noise, farm animals are panicked, living conditions are often intolerable, water surpies (wells) are threatened, and the major industry of this area, agriculture, could be destroyed.

Right now residents are being bounced around from one level o f government to another trying to get somebody to take responsiblity for this mistake. The mistake happened because the rules are too loose. They encourage an avoidance of responsiblity.

We have received information and assistance from the region on this matter. The best way to cut through all the buck passing would be for the region to clearly state what areas can have quarry operations. These would be designated mineral extraction, and only mineral extraction. And such designations would be made only after complete studies and full public input.

Thanks for your time and attention.

Yours truly,

Ghislaine Brunet

Bob Avery

Ghislaine Brunet

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108-3

Stalking the quarry

Bob Avery and Ghislaine Brunet say pits and farms don't mix —Chris Mikula, Citizen

Residents pitted against council in zoning battle over quarries

By Jim Robb
Citizen staff writer

The next big blast in Cumberland Township's sporadic, 18-month "quarries war" is set to explode May 25.

Faced with a parade of almost 500 irate petitioners, the township planning committee has called a public meeting May 25 to hear their application to amend the township's official plan by having the pits and quarries designation removed from a huge, 1,000-acre swathe of rural landscape near the village of Sarsfield.

The area, designated by the township in 1980, is ringed by 11 farms and 17 country homes within or abutting its boundaries. There are also other farms nearby.

One quarry is operating in the war zone, a second has been approved, and a third is on the horizon with an application pending before the Ontario Municipal Board to approve a licence and zoning change which were turned down last month by the township.

The petitioners include most of the residents in the area affected by quarries.

The skirmishing has pitted residents against councillors and has drawn in Ontario Premier David Peterson, at least four provincial ministries, and the Ottawa-Carleton Regional Health Department, among others.

It has also proved a political awakening for long-quiet rural folk, who once accepted quarries and the dust and noise that accompanies them as disturbing and uncomfortable facts of rural life.

The catalysts of this awakening are Bob Avery, a recently-arrived resident of the township, and Ghislaine Brunet, who has lived there for a number of years.

Avery, who tirelessly promotes the cause of the residents, says the original designation of the area for pits and quarries was a blunder.

"It is so wrong and so embarrassing that nobody will take responsibility for it. This whole thing has become a zoo and the people who had nothing to do with the mistake are paying the price for it."

Mayor Peter Clark doesn't agree.

He says nobody complained at the time the designation was made on the township's official plan and the Ontario Planning Act "demands" that municipalities protect mineral resources.

Clark says he disagrees with Brunet, who has made application to the minister of municipal affairs to have the township's plan amended to remove the designation.

"I don't think it's in the cards," Clark says, adding he wouldn't predict what the council will do following the public hearing.

Following Brunet's application, however, Cumberland's planning department has recommended cutting the designated area by half.

But the planning committee deferred consideration of that proposal last week, with one councillor saying members wanted to deal with Brunet's original application to remove the pits and quarries designation from the whole area and return the land to agricultural and country lot designation.

So the May 25 public meeting will consider both the Brunet application and the staff recommendation. Council is scheduled to decide what it wants June 2.

Brunet's property is adjacent to the proposed quarry now before the OMB.

She argues that the region has plenty of limestone and gravel areas already protected, and that the township action amounts to overkill.

Avery says health hazards and environmental damage, structural damage to houses, and the prospect of increased insurance costs and lowered property values should preclude quarries from operating in farming country or close to rural homes.

Federal housing regulations forbid public housing in areas where there are noise levels of the kind experienced from quarry operations, Avery says.

And he cites research studies on certain types of noise that link it to a wide range of physical and emotional ailments.

Other residents complain they can't open their windows in the summer, quarry blasting wakens their children from afternoon naps, and it's impossible to enjoy backyards because garden furniture can't be used until it is hosed off.

Dairy farmer Wendell Watson suspects quarry dust contributed to the deaths of six cows since a quarry started operating near his farm.

Watson, who has to take allergy shots because of the normal dust associated with *farm work*, says with the added quarry dust "it is simply not a very healthy environment to live and work in."

Agriculture Minister Jack Riddell says the next time Watson loses a cow he should contact his veterinarian to ensure tests are conducted in a provincial laboratory to determine the cause of death.

Peterson and his ministers, including Municipal Affairs Minister Bernard Grandmaître, have clucked sympathetically in response to Avery's badgering, but so far the only action has been a study the Ministry of the Environment will conduct on Cumberland quarries this month.

That fulfills commitments by Environment Minister Jim Bradley and Natural Resources Minister Vince Kerrio to review quarry operations and a promised review of possible health problems by the Ottawa-Carleton regional health department.

Environment officer Greg Mentzelm says the ministry study, which could take up to a year to complete, will look at noise levels, dust and possible damage to wells and houses from quarry blasting.

Mentzelm says complaints from Sarsfield-area residents about quarry operations are up this year compared with the past and "we've chosen Cumberland as an area where quarries have to be investigated thoroughly."

The battle being waged by Sarsfield-area residents isn't all that different than residents of other municipalities have waged, and usually lost.

In a 1982 case in Finch Township, the Ontario Municipal Board approved two quarry licences after rejecting arguments about preserving agricultural land and other complaints of possible health problems to humans and livestock, as well as damage to the physical environment.

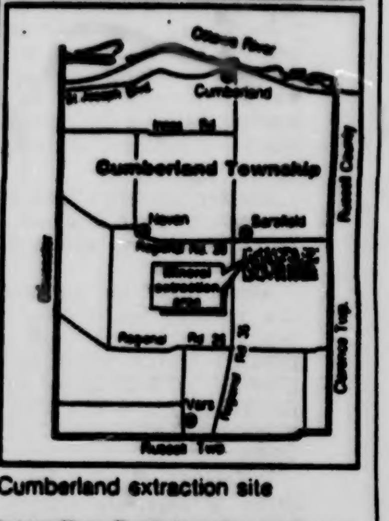
In the past five years, residents' groups in West Carleton Township, Caledonia Township, Russell, Oxford Mills, Matilda Township, Charlottenburg Township, Beckwith Township have voiced their objections on health and environmental grounds to quarry operations.

If Cumberland Township agrees to amend its official plan and remove the mineral extraction designation from the Sarsfield-area land it will be up to the regional government to accept or reject it.

If the township turns down the application, the problem will be dumped in the lab of the minister of Municipal Affairs.

He has the power to accept the township's rejection or order a review by the OMB, likely in conjunction with the hearing into the proposed quarry for the area.

Even if Brunet and Avery win their battle the township will still be left with one quarry operating and another approved for the land once designated for pits and quarries. They could continue to operate as non-conforming use of the land, something allowed under provincial law.



Cumberland extraction site

OHAWA CITIZEN, JUNE 5/87

Appeal likely on quarry tax decision

By Jim Robb
Citizen staff writer

Cumberland Township residents battling continued operation of quarries in the rural municipality have won reduced property taxes from the provincial Assessment Review Board.

But their victory may be short-lived.

Assessor Guy Frederick said Thursday the ruling by review board member Hubert Bourgault last week sets a precedent for other taxpayers living in the area around the 1,000-acre tract carrying the quarries designation.

He said the ruling could be appealed to the Ontario Municipal Board by both the Ministry of Revenue and the township, which stands to lose a chunk of tax revenue if the ruling stands.

Bob Avery and Ghislaine Brunet, the two leaders of the anti-quarries residents' group, each won a 10-per-cent reduction in the assessed value of their properties, which are adjacent to the quarry tract.

Another resident, Claude Chevalier, whose home is closer to an operating quarry, won a 20-per-cent reduction.

Avery based his arguments at the review board hearing on health hazards, dust, noise and increased traffic resulting from quarries, as well as the physical damage to homes and wells from blasting, and reduced property values.

Frederick said the assessment office is currently studying the number of property owners who would also win reductions on the assessed value of their properties if the decision is allowed to stand.

Gerry Meredith, the revenue ministry's assessment commissioner for Ottawa-Carleton, said he expects to recommend the ruling be appealed.

Proposed ban on quarries rejected in Cumberland

By Charles Ker
Citizen staff writer

Cumberland Council rejected a proposal Tuesday to ban quarries in the township's eastern end near Sarsfield.

The decision prompted an immediate response from Sarsfield resident Ghislaine Brunet, who said she plans to appeal council's decision to the Ontario Municipal Board.

"I have no choice but to appeal," said Brunet after Tuesday night's meeting. "If the board is willing to listen to both sides of the argument, justice will be done."

At a planning committee meeting last week, Brunet presented her case to have the pits and quarries designation removed from a 900-acre rural site.

Town planners rejected her proposal despite a 300-name petition from area residents opposed to quarry development.

"Politicians just can't seem to admit when they've made a mistake," said Sarsfield resident Bob Avery. "When they designate a 100-year-old historical farming community as industrial park its an obvious oversight."

Mayor Peter Clark says nobody complained when the designation was made on the township's official plan in 1980. He added the Municipal Planning Act "demands" municipalities protect mineral resources.

Brunet argues the region already has plenty of protected limestone and gravel areas and insists the township's action isn't necessary.

Avery and Brunet also expressed frustration Tuesday at council's refusal to acknowledge a letter asking that it consult with regional experts who support rezoning.

"When council votes without even reading information citizens put in front of it, something is wrong," said Avery, who has been fighting for more than eight months to have the area just off Canaan Road rezoned.

The area is ringed by 11 farms and 17 country homes within or abutting its boundaries with other farms nearby.

One quarry is operating in the zone, a second has been approved and a third is still being considered with an application pending before the OMB to approve a license and zoning change turned down last month by the township.

Brunet's property is adjacent to the proposed property now before the OMB.

OHAWA CITIZEN, JUNE 3/87

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It is recommended that Zoning By-Law 86-86 be approved.

Discussion:

Mr. Walter Henn present at the meeting.

As required under Section 34 of the Planning Act, the Chairman announced that this agenda item was a public meeting. He requested the Planning Director to state to whom notice of the meeting was circulated and when. The Planner stated that the notice of this meeting was circulated by mail on May 22, 1987, to all residents within 120 meters of the subject lands as well as the normally circulated agencies.

The Planner explained that Mr. Henn had recently received draft approval for Phase II of his Skyview Estates subdivision and that rezoning was required to permit him to proceed with his development.

Neither Mr. Henn nor anyone present wished to address this bylaw.

The Chairman concluded the public meeting by announcing that the Committee would like to consider a motion on the proposed bylaw.

Members of the Planning Committee had no comments or questions pertaining to the bylaw and there was no further discussion.

Action:

Motion No. 076 Moved: F. Casey / Seconded: L. Dunn

THAT Zoning By-Law 86-86, Skyview Estates Subdivision Phase II, be recommended to Council for approval.

Carried unanimously.

ITEM 5: PRESENTATION OF DRAFT REGIONAL OFFICIAL PLAN

As part of the approval process, members of the Regional Planning Department were invited to this meeting to present the draft of the revised Regional Official Plan.

Discussion:

Messers. N. Tunnecliffe, N. Brereton, and B. Reid were present on behalf of Region.

With the aid of an overhead projector, Mr. Tunnecliffe outlined the main points of the draft Regional Official Plan, including the requirement for an additional 40% (7100 ha) of area for urban development and an analysis of population growth trends and the factors affecting this growth, for the next three decades. After the completed development in Orleans an Kanata, 5300 ha will still be required for urbanization, representing a 20-year land inventory, in Stittsville and another area, yet to be determined, south of the Greenbelt. Three areas to the south have been identified, including an area west of the Rideau River, south of the Jock River in Nepean, an area east of the Rideau River in Gloucester, and at Leitrim. Each of these potential sites were examined in terms of Regional water and sewer service, transportation, soil class, and the existing Official Plan. While each of the areas exhibit favourable factors, Region has concluded that the area in Nepean would be the most suitable. It was stated that development preference will be given to Orleans and Kanata before any development occurs to the south. Urban development for all three areas was explained in terms of emplyment potential and several employment nodes were identified along the present and proposed transitways.

Mr. Brereton continued the presentation by discussing the provision in the draft plan with respect to rural development, particularly in Cumberland Township. Region has agreed that rural development, mainly in the villages and designated estate lot areas will be regulated by the Municipality and the old lot quota system has been removed. Water and sewer systems will be private and Regional services will only be extended to these areas for health reasons. Residential development should be avoided in areas of pits and quarries. Region will not permit any type of development on hazard lands or organic soils. However if the Township can demonstrate that lands designated as within the floodplain are suitable for development, rezoning and not an OP amendment will be permitted. The Region considers that the rural severance system is being abused and plans to phase out new building lots in agricultural areas. Mr. Brereton concluded the presentation by explaining the differences between rural and urban development.

In the general discussion following the presentation, Committee members had numerous questions pertaining to the Plan. Councillor Dunn commented that road development should be given the same priority as water and sewer development, especially in the EUC. It was explained that roads were given a tier 1 or 2 priority and that all of the roads in question were classified as tier 1. Road construction is dependent upon available money which varies from year to year. In response to another question by Councillor Dunn pertaining to the Canaan Hill mineral resource area, Mr. Brereton explained that this area was not identified in the draft Regional Plan because it had poorer quality aggregate and only accounted for 2.5 to 4% of the total Regional requirement. The new Regional standard of 450-meter residential separation distances could not be observed in the Canaan Hill area. Councillor Dunn had a further question regarding the location of a hospital in the eastern area. Region is not directly involved with the designation of hospital sites. In response to another question, the Eastern Parkway is designated by Region as a tier 2 road. It was explained that the Federal Government has different road priorities from that of the Region. The Chairman enquired into what other sewage disposal facilities will be required in addition to the Greens Creek plant. No other facilities are foreseen because the expanded Greens Creek plant will be adequate over the long term. He also enquired into the degree of dollar-value consideration given to the draft plan and its impact on the long term future of the Municipality. In response to a question regarding the development limits of the villages, Mr. Tunnecliffe

108-7

Plan, Neighbourhood 4, be recommended for approval.

Motion carried with Councillor Macdonell dissenting.

ITEM 5: PUBLIC MEETING RE RURAL OFFICIAL PLAN AMENDMENT No. 13
(MRS. G. BRUNET'S APPLICATION)

For the purposes of Section 17 of the Planning Act, discussion of Rural Official Plan Amendment No. 13, pertaining to the redesignation of lands in Lots 12, 13, and 14, in Concessions 1, 2, and 3 from Pits and Quarries to Agriculture and Country Lot by Severance was held by the Planning Committee instead of Council, pursuant to By-Law 114-86.

Staff Recommendation:

It is recommended that Offcial Plan Amendment No.13 not be approved.

Discussion:

Mrs. Brunet, quarry operators, their representatives, and a large number of concerned residents were present at the meeting. Councillor Coburn declared a conflict of interest and Councillor Casey assumed the Chair for this item.

As required under Section 17 of the Planning Act, the Chairman announced that this agenda item was a public meeting. She requested the Planning Director to state to whom notice of the meeting was circulated and when. The Planning Director stated that the notice of this meeting was published in the Citizen and Le Droit newspapers on April 27, 1987, and also circulated to the required agencies.

The Planning Director outlined the Planning Department's comments and recommendations contained in the Staff report, dated May 25, 1987, explaining that Mrs. Brunet had also applied to redesignate some of the areas where the soil class is high to Country Lot by Severance. She explained the procedure which must be followed with regard to OP amendments and outlined the comments received from the circulated agencies. The locations of the Dibblee (Bertrand) and Cornwall Gravel quarries were located on the accompanying schedule. A brief history of this issue, including the mineral resource studies which identifies the mineral potential, was presented to the residents. The Planning Director concluded her presentation by explaining the rationale used by the Planning Department in not recommending this amendment.

A number of the residents indicated that they wished to address the issue. The Chairman asked those who were in support of the amendment to speak first. Bob Avery spoke at length about the affect of quarry operations on nearby rural and residential land use. He was specifically concerned about the affects on the water quality of the of the Canaan water divide and requested that the Township remove the two existing quarries as well as not permitting the third. Mr. Avery also thought that there should have been Regional representation at this meeting to discuss aggregate requirements. The Chairman cautioned Mr. Avery about using direct quotes in his presentation, especially by Councillors at previous meetings. The 494-signature petition was referred to as expressing the interests of about 90% of the affected population. Finally he stated that if this large an aggregate preserve is deemed essential, that the Municipality should be prepared to expropriate the residential properties. Gerard Laplante, a nearby dairy farmer, addressed the affect of quarries on farms by lowering property values and thereby reducing farm credits. Charles Watson, a resident on the south side of the Watson Road in Con. 3, was primarily concerned about the affects of quarrying on the ground water supply. He indicated that the affects on wells by potential blasting had not yet been established in this area. Robert Caron was also concerned about water quality and truck traffic generation. He stated that redesignation to agriculture would eliminate the continual applications for quarries. Mrs. Veronica Scillig, a resident from Clarence Township, addressed the problem of accessing the quarry, stating that new roads would have to be opened because access would not be permitted from the Boundary Road.

A number of those present wished to speak against the proposed amendment. Barry Wilson, representing Cornwall Gravel, reminded the Committee and residents of the three and a half day OMB hearing, conducted about a year ago for his company. He quoted from the proceedings, indicating that all of the present concerns were addressed at that time. Alan Cohen, a lawyer with the firm of Solway and Wright and representing Dibblee Construction, explained that his clients were exercising their option to extract aggregate from the Bertrand quarry and expressed. Dibblee's requirements and intent with regard to quarry operations in the subject areas. He referred to Regional OP Amendment No. 31 pertaining to aggregate needs and the Township's responsibility in providing a share of the reserve. The built-in protections to the residents in the Pits and Quarries Act was also referred to. P. Vice, a lawyer representing Cecil Thorpe, concurred with Mr. Wilson's comments about the OMB and recommended that the Committee accept the Staff recommendations because they are based on a large volume of background information, available from the circulated agencies. He concluded his remarks by suggesting that the Pits and Quarries area should be extended north to Regional Road 28.

The applicant, Mrs. Brunet, made her presentation. She thanked the residents present for their support. Using a number of Regional and Township maps, Mrs. Brunet argued that the mineral reserve requirements originally indicated by Region had been greatly overestimated resulting in the Region decreasing the size of its reserves since 1982, and in one instance, redesignating an area back to agriculture. She suggested that another similar redesignation would not be impossible. Mrs. Brunet also asked why, if the top quality mineral deposits were important to the municipality, the best ones along the escarpment between Cumberland village and the EUC were allowed to be developed residentially. Mrs. Brunet concluded her presentation by stating that, in her opinion, the area was improperly designated Pits and Quarries and that the error should be corrected at this time by approving her application.

The Planning Director addressed several points brought up by the residents. First, she explained that it would not be possible to remove the existing quarries because if redesignated and rezoned, they would become legal non-conforming. The hydrogeology study had not been completed at the time of the public meeting to discuss Mr. Thorpe's rezoning and would now become one of the conditions for approval. The report would also be part of the licencing requirements. Finally, the current mineral requirement to 2001 is more than 780 million tons. This figure is periodically re-evaluated, based on growth trends in the Region. Councillor Dunn had a question pertaining to the Canaan water divide. The Planning Director answered that if water problems were discovered by the hydrogeology study, the quarry would not be approved or licenced. Mr. Robin Rogers, representing the Ministry of natural Resources, confirmed that all concerns pertaining to water would be resolved prior to licencing.

The Chairman concluded the public meeting by announcing that the Committee would like to consider a motion on the proposed amendment.

A number of comments pertaining to the amendment were also made by Committee members. Councillor Dunn commented on the Committee's role to make its decision based on proper planning principles for the overall improvement of the Township. She reaffirmed that the water quality issue will only affect an individual quarry operation and not the entire designation. The Township is responsible for protecting the aggregate reserves for the needs of future generations. Councillor Lalonde admitted that there was no ideal location for such a designation and spoke of the need for responsible planning to locate the designation with minimum impact on neighbouring residents. He indicated that prior to the conclusion of the OMB hearing he had been opposed to the Cornwall Gravel application. Councillor Monette indicated that his concerns regarding water quality have been resolved and spoke of the necessity to ensure future aggregate supplies, based on the rate of growth of the Township. He supports the Pits and Quarries designation but would not approve another quarry operation at this time. The Mayor indicated that this whole issue will probably have to be resolved by the OMB. He addressed the Township problem of not being allowed sufficient local control, such as site plan agreement, by Provincial authorities. The existing regulation and policing of quarries requires improvement. Mayor Clark stated that proper planning procedures have been followed throughout regarding the Pits and Quarries designation. Councillor Macdonell supports the present designation but not rezoning to permit another quarry. He suggested that the Committee was in a better position to make its decision based on the amount of information available. Councillor Casey concluded the Committee discussion by indicating that she supports the redesignation to agriculture because the need for such mineral reserves had not been demonstrated to her and that the present quarries could meet the needs for the foreseeable future. She stated that the Canaan Hill area should be preserved, as much as possible, in its present state.

The Committee decision will be considered by Council at

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APPLICATION FOR OFFICIAL PLAN AMENDMENT

Planning Act, 1983, c. 1, s. 21

TOWNSHIP of CUMBERLAND in the MUNICIPALITY of OTT-CARLETON
(Name of Municipality) (Name of Region, County or District)

Name of Owner GHISLAINE & JEAN BRUNET
Address RR1 - SARSFIELD, ONT - K0A 3E0
Telephone No. 835-3213

Name of Applicant GHISLAINE & JEAN BRUNET
Address RR1 - SARSFIELD, ONT - K0A 3E0
Telephone No. 835-3213

Signature of Applicant Ghislaine Brunet Date Feb 18, 1987

PROPERTY IDENTIFICATION

Lot No. SEE MAP ATTACHED (CIRCLED) Registered Plan No. —
Township Lot LOT 12, 13, 14 Concession CONC. 1.-2.-3.
Location (Street or Streets & Civic Address) SEE MAP ATTACHED (CIRCLED)

LAND USE

Existing Land Use "MINERAL EXTRACTION" DESIGNATION
Adjacent Land Use RURAL & AGRICULTURAL ZONING
Proposed Land Use (Briefly describe proposal) CHANGE "MX" DESIGNATION BACK TO ITS PREVIOUS "RURAL" DESIGNATION

AMENDMENT

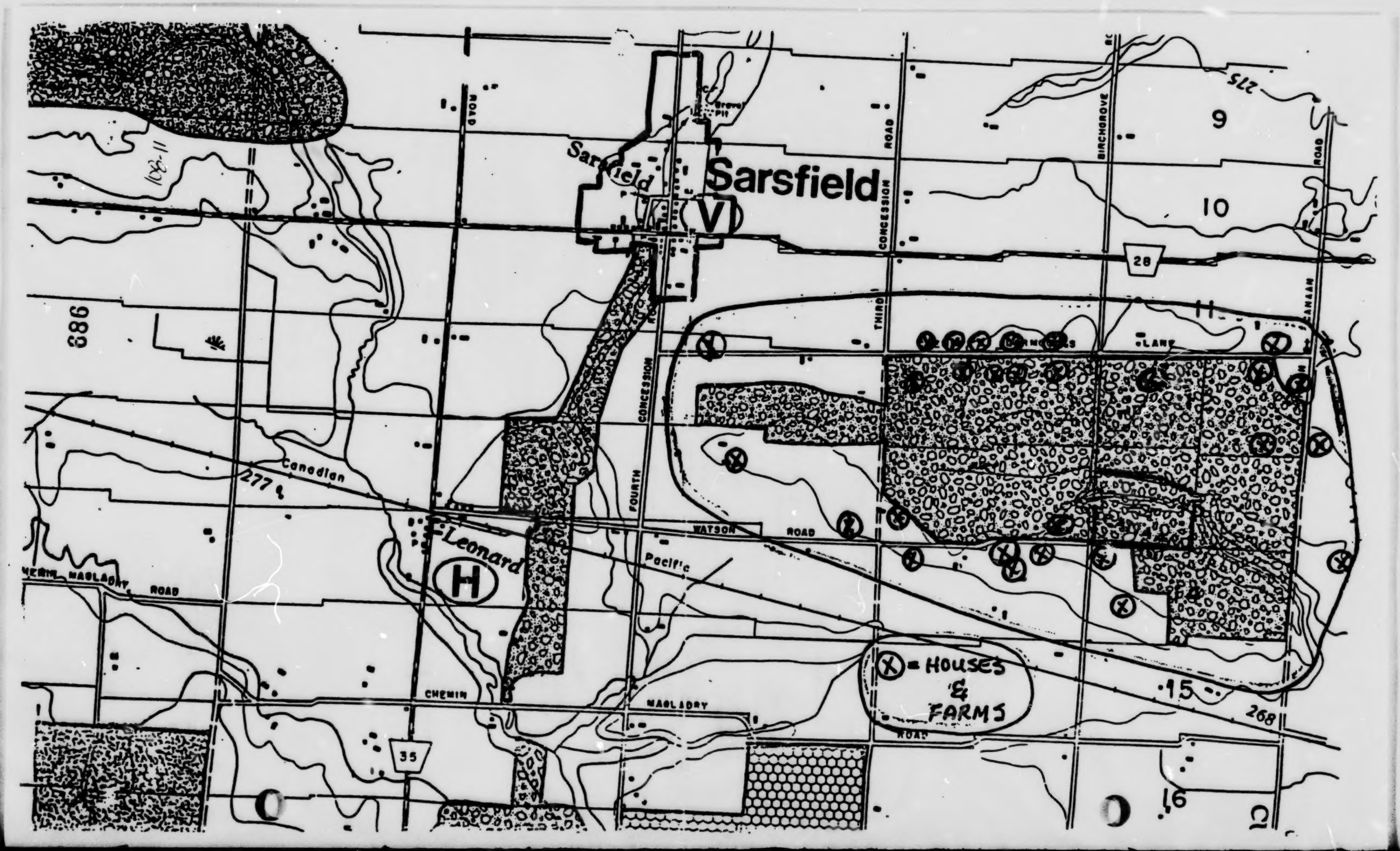
Proposed Official Plan Amendment CHANGE "MX" DESIGNATION BACK TO ITS PREVIOUS "RU" DESIGNATION.
Reasons for Amendment: CONCLUSIVE EVIDENCE SHOWS THAT IT IS IN THE BEST INTEREST OF THE PUBLIC TO RETURN THIS AREA TO ITS RURAL, COUNTRY LOT BY SEVERANCE DESIGNATION & AGRICULTURAL ZONING

FOR OFFICE USE ONLY

Date Received
Amendment No.
Checked By
Date of Acceptance
Existing Official Plan Designation
Pertinent Policies

APPLICATION CONCERNING: Land Use
Parks
Major Streets
Description of Amendment Required

White – OFFICE COPY Green – APPLICANT'S COPY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THIRD
FOURTH CONCESSION
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WATSON ROAD
CHEMIN MACLAORY ROAD
CHEMIN MACLAORY ROAD
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Ⓧ = HOUSES & FARMS

April 15, 1987

Bob Avery
RR 1
Sarsfield, Ontario
KOA 3E0

Mayor Peter Clark
Heights Councillor Fern Casey
Councillor Linda Dunn
Heights Councillor Bob Monette
Village Councillor Paul Macdonell
Heritage Councillor Gerry Lalonde

This letter, along with attached material, is to provide documented support for the official plan amendment application filed by Ghislaine and Jean Brunet February 18, 1987.

This application asks that the mineral extraction (quarry) designation for the Canaan Hill region be removed.

Attached to this letter is a list of documents I will refer to here. The number that preceeds the document in this attached list will be the document's reference number in this letter. I have enclosed copies of all of these documents except the 93-page transcript of the October 31, 1986 quarry information meeting. That can be purchased by the township.

Nearly 500 residents have signed a petition insisting that the quarry designation for the Canaan Hill region be removed, and the original rural, country-lot-by-severance designation be returned. It is impossible to turn a 100 year-old, food-producing region into an industrial park, unless residents are expropriated. This designation represents intolerable, uncivilized living conditions and an immediate, serious danger to both individual and public health (1,2,3,7,8,10,11,12,13,14,15,16,19,20 and 21.)

The official plan of Cumberland Township allows for changes if it can be shown that conclusive evidence exists to prove the change would be in the public interest.

If the following is not in the public interest, then nothing is;

Quarries can destroy health. The noise levels from quarry operations are such that the federal government will not fund public housing around such noise (13.)

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Quarry noise can cause mental illness, impair memory and learning functions, cause changes in heart activity and blood pressure resulting in complications of diseases of the heart and associated blockages of the veins and arteries, lead to peptic ulceration in susceptible individuals, cause stress upon the digestive tract resulting in diarrhea, and "significantly" influence the female reproductive system affecting the rate and form of fetal development (10.)

Quarry noise levels can also damage hearing and apparently affect the grazing patterns of animals (12,13.) Impulse noise frequently damages the middle ear and the inner ear (11.)

As a reference point for quarry noise, provincial legislation allows blasting to reach 128 dBa in a resident's backyard. For non-blasting activity, such as rock crushing, there are no limits written into the legislation. In a telephone conversation, Ontario Environmental Officer G.F. Montcalm estimated that such operations would emit between 80 and 95 decibels of noise depending on site operation.

It is essential to understand that noise is a subjective entity. Different people react in different ways. Some people are more susceptible than others (10.) Obviously, people who live in a rural, farming community will be the most sensitive. That is why they choose to live in such an environment. They are the people who will me most damaged by these noise levels.

Quarry dust can damage health (15.) It is not known what effects quarry dust could have on diary cattle used for milk production (16.) One farmer has had to dispose of six cows diagnosed as having cancer since quarry dust began to cover his farm (3.) It is impossible to control quarry dust in this area because of the definition of the land, and the strong and changing winds (1.) As a result, this dust covers the area and people are forced to breathe it (3.)

Quarries lower property values and can turn areas into poorly developed, deteriorating regions (8.) Quarries can raise insurance premiums (7) and destroy wells (4.)

The only way to have productive quarry operations in this region is for some residents to suffer the adverse effects of quarry operations (2.) This qualifies as an industrial park, which in turn requires the township to foot the bill for expropriation (9, 14 - Page 88, line 17.)

The Canaan Hill area was designated for quarry operations because the township allowed other areas with better quality rock to be developed for residential use (5.) This error is compounded by putting quarries into Canaan Hill.

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Just because there is rock in an area does not mean that a quarry can situate there. It may not be advisable or even feasible. Quarries must be kept away from incompatible land uses (6.)

A person has to allow a quarry to ruin his or her health to give the government enough evidence to go to court (14 - Page 83, line 28.) The more quarries there are in an area the harder it is to establish which one did the damage (14 - Page 33, line 3; 20.)

The township wants to get a lot of quarries in Canaan Hill bidding against each other to get a cheap price for rock (9.) This appears to be in direct contradiction to a provincial policy that clearly states the days of cheap rock are gone. The policy [illegible] says that quarries will have to spend more money to operate in a socially acceptable manner (14 - Page 41, line 8.)

Setback distances of 150 meters - the distance of a quarry from a home - have seriously been suggested (2.) A quarry some six miles from me shook my home. The same blast shook the town hall in Leonard (20.) Mayor Peter Clark has called this "incomprehensible" (19.) At first I agreed. But after six months of looking into this I can see it is not incomprehensible. Given the facts, it is the only logical outcome. This area can only handle people and farms OR quarries. One or the other, it can't be both.

Even provincial bureaucrats admit problems exist (21.)

I have not addressed the issue of need. I understand that Mrs. Ghislaine Brunet will be doing this because she knows more about it than I do. I don't believe it matters if there is a need or not. I don't think it matters if the entire transportation network of North American depends on rock from Canaan Hill. You still cannot expect people to live under these conditions.

But if even my limited understanding of the aspect of need is correct, there doesn't seem to be one. In fact there seems to be too much (14 - Page 51, line 8.)

If these facts do not convince you that the Canaan Hill designation was a mistake, that it is in the public interest to return this area to what it has been for over 100 years - a farming community, then please tell me what facts it will take. I say this in earnest. I can't see this designation remaining in light of the evidence. But, if you don't agree, I believe it is incumbent upon you to state what facts would be required to warrant moving this designation.

Thanks,

Bob Avery

The following is a list of the documents referred to in the attached letter to Cumberland Township Council. The numbers preceeding the title of the documents are used as the reference for the documents in the attached letter.

1. Meteorological Aspects of Air Pollution Control - Ontario Ministry of the Environment.

2. Explotech blasting report dated October 16, 1986.

3. Comments made in writing by Sarsfield-Navan area residents concerning quarry operations in the region.

4. A letter from well driller Yvon Genier.

5. Page one of a "Report to Planning Committee," dated March 9, 1987.

6. Policy statement on Mineral Aggregate Resources by the Ontario government.

7. A letter dated February 23, 1987 from the Mandigo Insurance Brokers Limited.

8. An evaluation report dated November 12, 1986 from Roger Sarazen Realities Limited.

NOTE; Research is continuing on items 7 and 8. They address the issue of one quarry. However, as the Canaan Hill region is destined to become a quarry industrial park (detailed in the Ontario Municipal Board report on the Cornwall Gravel Co. application), studies regarding property values and insurance concerns must be addressed while considering the potential for quarry development in the entire designation. Hydrogeological and blasting studies must also consider the cumulative effects of all of these quarries. Doing such studies on a case by case basis, while ignoring the overall picture involving several quarries, gives an inaccurate and incomplete picture.

9. Page 9 of the Ontario Municipal Board report on the Cornwall Gravel Co. application.

10. Audio-Pain or Pleasure by Martin Polon.

11. The Effects of Impulse Noise on the Eardrum and Middle Ear by Robert Jahrsdoerfer.

12. Non-Auditory Effects of Noise by E.H. Nober.

13. Road and Rail Noise: Effects on Housing by Canada Mortgage and Housing Corporation.

14. The 93-page transcript of the October 31, 1986 quarry information meeting. NOTE; This document is referred to in the attached letter but I have not included a copy of the transcript. I can't afford it. As I had written to Mayor Peter Clark several weeks ago, the transcript is available from Angus, Stonehouse & Co. Ltd., 251 Bank Street, Suite 705, Ottawa, ONtario K2P 1X3. Phone 235 1711. The reporter was Pauline F. Monro.

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2... (continuation of document listing)

15. Page 145 of the book "The Complete Medical Guide," by Benjamin F. Miller, M.D. This page deals with the dangers of dust, both organic and inorganic.

16. A letter dated March 18, 1987 from the Ontario Ministry of Agriculture and Food.

17. A letter forming part of the petition presented to Cumberland Township Planning Committee March 9, 1987.

18. A copy of the application for an official plan amendment filed by Ghislaine and Jean Brunet February 18, 1987, along with accompanying map.

19. A letter from Mayor Peter Clark dated April 15, 1986.

20. A letter from Cumberland Township clerk H.E. Saulnier dated April 21, 1986.

21. A letter dated October 31, 1986 from G.F. Montcalm, environmental officer with the Ontario Ministry of the Environment.

BY HAND

June 30, 1987

Bob Avery
RR 1
Sarsfield, Ontario
KOA 3E0

Bob Monette
Councillor
Township of Cumberland
RR 3
Navan, Ontario

Mr. Monette;

This letter is to request your assistance in initiating a study of expropriation as the solution to the Canaan Hill quarry designation.

Expropriation was suggested by you as a possible solution during the May 25 public meeting of Planning Committee. While the last thing anybody up here wants is to move, it is clear that citizens cannot be expected to live under the documented conditions these quarries represent. I am sure we both agree on that.

Government reports show a near record number of quarries plannad or operating here - a ministry of environment report refers to four within a five kilometer area. There are others in nearby Navan. The township has made it clear that it wants to get as many quarries as possible up here to have a lot of companies bidding on contracts. This is clearly outlined in the Ontario Municipal Board hearing report on the Cornwall Gravel Co. licence application.

It is simply a matter of the township taking responsibility for it's decision and paying the prive for that decision. The transcript of the October 31, 1986 quarry information meeting shows that the township has the legal right to expropriate for an industrial park. In this case it has not only a right, but a duty. Councillors have stated that the Canaan Hill is to supply the future aggregate needs of generations. We believe we proved this premise to be factually absurd. But if council chooses to cling to it, then it has to pay the price.

We would have thought that expropriation would have been one of the first necessities council would have realized when it decided to designate a 100 year-old farming community for quarries.

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As you may know, the Tax Assessment Review Board set a precedent for this area when on May 26 it reduced the tax assessment of three Sarsfield residents. The reduction was based on the documented negative effects of quarry operations, coupled with the remarkable number of quarries either planned or operating in a 10 mile area of Navan and Sarsfield.

In addition, the operator of one of the largest farms in this region, Gerard Laplante, told the May 25 Planning Committee meeting that quarries reduce farm credits by lowering property values. Mr. Laplante had researched this area. It is obvious, as we have been saying for nine months, that this region can't handle people, farms, farm animals, houses AND quarries. It [illegible] one or the other.

However, we appreciate the fact that you, as an elected official, raised the expropriation issue.

Would you please begin a review into the expropriation matter and arrange a meeting between residents and township legal staff to determine the details of expropriating residents affected? Also, would you please give us advance notice of this meeting as we may require legal counsel present on our behalf?

Once again, Mr. Monette, thanks for your time and concern.

Yours truly,

Bob Avery

C.C. David Peterson, Premier of Ontario
Jim Bradley, Minister of the Environment
Jack Riddell, Minister of Agriculture and Food
Bernard Grandmaitre, Minister of Municipal Affairs
Vincent Kerrio, Minister of Natural Resources
Ian Scott, Attorney General
Cheryl Hall, Ontario Municipal Board
Jean Poirier, MPP for Prescott-Russell
Nigel Brereton, Manager of Rural Planning, Ottawa-Carleton
Robert Nixon, Minister of Revenue

PITS AND QUARRIES DESIGNATION TO REMAIN

by Ann Gonneau

Planning Advisory Committee was the scene recently, of one more chapter in the heated debate over quarries in the Sarsfield area. The Committee held a Public Meeting to hear comments on the proposed amendment to the Rural Official Plan, submitted by Mme. Ghislaine Brunet, to redesignate a large tract of land in the Sarsfield area from Pits and Quarries to Agriculture and Country Lot by Severance.

In reporting on the comments of the various agencies circulated with the Amendment, Planning Director Pamela Sweet stated that both the Regional Municipality and the Ministry of Agriculture and Food had reported no difficulty with the removal of the Pits and Quarries designation, although they did object to the suggested Residential use. The Ministry of Natural Resources, however, commented that as the amendment would in effect remove 50% of the aggregate ore designation in the Township, that they would formally object to such a move. The recommendation from Planning Staff was to refuse the amendment. In a further comment to residents, Ms. Sweet stated that even if the amendment were to be approved, the existing gravel pits in the area have legal non-conforming rights and will not go away.

Several residents spoke in support of the amendment, citing unknown health hazards, increased truck traffic and declining property values as concerns. The chief fear, however, seemed to be potential damage to wells. Resident Bob Avery, a principle opponent to the current designation, referred to a petition signed by 494 residents requesting the removal of the designation, claiming that the petition represented the opinion of 90% of the residents in the Sarsfield and Navan area. The degree to which the issue was an emotional one was evidenced by several verbal attacks on Committee members by various speakers.

Speaking in opposition to the amendment, were lawyers representing the interests of Dibblee Construction, Cornwall Sand and Gravel and Cecil Thorpe, principle operators of existing and potential quarries within the area under discussion. A representative from the Ministry of the Environment attempted to allay residents' fears by stating that if water supplies were proven to be threatened, once final hydrogeological results were obtained, then quarry applications would be refused.

Councillors, in their role as Planning Advisory Committee Members, pointed out the difficulty of the decision facing them to the overflow crowd, but didn't appear to get much sympathy. Councillor Dunn stated that the Committee's ultimate responsibility was to preserve the aggregate for the future and to make a judgement based on the needs of the entire Township, no matter how unpopular that decision might be locally. Councillor Lalonde commented that there was no perfect site for the Pits and Quarries designation, while Councillor Moncite suggested that the Township should possibly look at expropriation as a solution to residents' concerns. Mayor Clark expressed his dissatisfaction with the fact that the municipality appears to have far less site plan control than had been originally presumed regarding quarry operations, and received little real economic return from them. He further stressed the need to ensure that the public was adequately protected from possible side effects caused by quarrying. Councillor Casey was the only Committee member to vote in support of the amendment, stating that she did not feel that the need for aggregate generally, had been proved to her satisfaction. She also commented on the beauty of the Canaan hill area and stated that for the Sarsfield residents, the Thorpe application had been the straw that broke the camel's back.

It is unlikely that the issue will end here. Mme. Brunet has already expressed her intent to proceed with her proposal to the Ontario Municipal Board and a final OMB decision on the Thorpe application has yet to be rendered. Quarries, it would appear, are to be considered as necessary evils and may be one of the prices to be paid for progress.

(17)
108.20

This letter is to form part of the petition which is to be presented to Cumberland Township Planning Committee, Monday, March 9, 1987. The petition reads;

"We, the undersigned, insist that Cumberland Township council immediately remove the mineral extraction designation from the "Canaan Hill" region. This is a populated, food-producing agricultural region and quarries have no place here. We request that this designation (MX) be changed to its previous "RU" designation. (Details in the accompanying map)."

A total of 477 residents have signed the petition. All are of voting age, and we estimate they represent between 90 and 95 percent of the voting population affected by quarries in the general Sarsfield-Navan area. The petitioners have lived here a total of 8,140 years - that is an average of 17 years for each person.

Counting the family members of the petitioners, the petition represents 1,195 persons.

Of those who signed, 230 have lived here for one to 10 years, 165 have lived here for 11 to 30 years, and 82 have lived here for more than 30 years. Many represent second and third generation farming families.

The mailing addresses break down like this; [redacted] 289 from Sarsfield, 141 from Navan, 39 from Hammond, 12 from Cumberland, [redacted], three from Limoges, and one each from Orleans, Vars, [redacted].

Fifteen persons refused to sign the petition. Every person who signed had a quarry concern or had a personal [redacted] experience to relate.

At the October 31, 1986 quarry information meeting, Cumberland Township Planning Director Pamela Sweet stated - the transcript, Page 43, Line 21;
"...zoning is entirely within the municipality's hands under their zoning bylaw, and they can change the zoning bylaw and they do from time to time. It is meant to be changeable and there is a process for amending it."

This is what 477 taxpayers, who represent nearly the total population of this region, are insisting you do immediately. Conclusive evidence shows that it is in the public interest to remove this quarry designation from the official plan. Residents have voiced the following concerns to the township and to the provincial government;
1) Health concerns, including the possibility of contamination of the food chain, cancer and lung disease.
2) Noise levels which can damage health by impairing hearing and literally turning people into nervous wrecks. Noise levels around which the federal government will not fund public housing. Noise levels which frighten children and panic animals.

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3) Blasting which cracks walls and foundations and destroys wells.
[redacted]
5) Truck traffic which, depending on the amount and the frequency, can create noise levels which affect health.
6) The impossibility of controlling quarries in the Canaan Hill area and the surrounding region because of the unique characteristics of the district.

Residents are also requesting an objective, independent review to establish just how this quarry designation was made. What procedures were followed and what studies were done? As a result, a copy of this petition has been sent to the office of Ontario Premier David Peterson. Additional copies of this letter have been sent to Bernard Grandmaitre, Minister of Municipal Affairs; Vincent Kerrio, Minister of Natural Resources; Jim Bradley, Minister of the Environment; Jean Poirier, MPP for Prescott-Russell and Ian Scott, Ontario Attorney General.

Some people have signed this petition but their names have not been counted. That is because some signed forms were taken from one of our petition boxes. We do not know who did this or why. We have contacted the Ontario Provincial Police in Rockland. The police have opened a file on this matter. The file number is 87-00787, and can be referred to by anyone who contacts the police about this matter, or about any future occurrence, if it happens again. Petition forms will continue to be distributed.

April 21, 1987

Bob Avery
RR 1
Sarsfield, Ontario
KOA 3E0

Jack Riddell
Minister of Agriculture and Food
801 Bay Street (11th Floor)
Toronto, Ontario
M7A 1A3

Mr. Riddell;

"We hope that the producers of food will be able to go about their business in a proper and meaningful way using normal farming practices. They must be unimpeded by conflicting land uses, harassment and frivolous lawsuits." - The Ontario Right to Farm Advisory Committee Report.

"I am a farmer and have farmed all of my life and a few years ago a quarry opened up on the next property to ours. What bothers me most about it is the vibrations and the damage it does to the foundations, and the walls of our buildings. We spend a lot of time and money to try to keep them in good repair, but these people can come in and put off a blast and break and crack the concrete walls and crack the plaster in the house and not take any responsibility for it. This practice should not be allowed to continue because it is simply not fair to other landowners. Another concern I have is the dust from the quarry. When they are crushing and the wind is in the right direction a cloud of dust just covers all of our farm...When the dust is bad you have to breathe it because this is where I live and work and you simply have to put up with it. Since the quarry opened we have had to dispose of six cows diagnosed as having cancer. I have never experienced this before. The dust that comes in the air settles on the grass that the cattle graze on, it settles on the hay that the cattle eat, it settles on the corn that the cattle eat, and it settles on the grain that they eat. You can see the dust on the plants and the grass, you can also take your finger and wipe it off the leaves of the corn. I feel that this should not be allowed to continue. It is simply not a very healthy environment to live and work in." - Part of a letter dated December 3, 1986, written by Wendell Watson, a third generation farmer who raises dairy cattle.

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108-22

For the past seven months residents in this area have spent a lot of time and money proving the obvious - this historical farming community that has been producing food for over 100 years cannot be turned into a quarry industrial park.

The Sarsfield-Navan area of Ontario can handle houses and farms, or it can handle quarries. It cannot handle both. I have attached a copy of the material we have submitted to Cumberland Township Council supporting an official plan amendment application. This application insists that this region be returned to its original rural designation. In 1981 the township designated the area for quarry operations. Although the public notification procedure was technically correct, nobody knew about the change. Residents found out when quarries started moving in. Since then facts have been researched which show incontestably that the designation was a mistake.

I know that there are different classifications of farm land. But the key point is this - this area is populated by second and third generation farming families. The quarry designation actually includes some farms. The designation itself is right in the middle of big, productive farming operations. It is impossible to have quarries in such an area.

Nearly 500 residents - over 90 percent of the population affected - have petitioned council to remove the quarry designation. Residents have also asked the provincial government to launch a review to see just how this designation was made in the first place. What procedures were followed, what studies were done, what research was done? How did this ever happen?

I am writing to you, Mr. Riddell, because I have just read The Ontario Right to Farm Advisory Committee Report. This report says it all. It describes the situation perfectly:

"It is vital that we maintain our agricultural land base and production. Farming and the production of livestock should be left unimpeded in designated rural areas when carried out under normal farming practices." - Page vi.

"If the soil as a resource is destroyed, then our future security is in danger and we condemn future generation to the unmecessary dangers of deficiencies of food and water supply." -Page 2.

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108-23

"Civilization has been destroyed by man's greed and improper practices and acts of war - what has rightly been called suicidal agriculture." -Page 2.

"Ontario's agricultural industry provides a safety valve in the pricing of food for the people of Ontario. Without it, Ontario residents would be dependent upon and at the mercy of importers. Furthermore, every 1 billion dollars of imported food results in the loss of 100,000 jobs." -Page 5.

"Farmers feel that they are vulnerable not only from urban/rural complainants but also from other policy interests of other Ministries (Environment; Municipal Affairs; Natural Resources.)" -Page 13.

"The principal object of the Task Force is to recommend to the Minister options for protecting Ontario farm operations from incompatible land uses and complaints against normal farm practices... to determine the type, cause and extent of problems caused for farmers by the presence of non-agricultural land use in close proximity to farm operations." -from the Order in Council establishing the Task Force.

"Under this policy, municipalities would no longer be able to take land out of agricultural production, based on 20-to-30 year planning 'guesstimates'...the Ontario government is committed to keeping a land area available for agriculture on a long-term basis. And we also want to ensure that agricultural activity can take place, within that area, with a minimum of disruption from competing or incompatible land uses." -From a statement made in the legislature, February 4, 1986, by Minister of Agriculture and Food, Jack Riddell, concerning food preservation and the right to farm.

Mr. Riddell, the facts gathered by your advisory committee, coupled with the research done by residents here, warrant the immediate removal of the quarry designation from the Canaan Hill region in Sarsfield. Until that is done the farmers in this area, along with residents in general, will continue to suffer this sort of abuse. And, of course, public and individual health, along with possible contamination of the food chain, remain unresolved issues.

As you know, and as I am learning, farmers work long hours. They don't have time to waste on bureaucratic mumbo-jumbo. As your ministry has said, food production is an essential job. And the people who can do it must be left alone to do it in the best environment possible. You can't grow food around quarries.

These are all things which the farmers could have told the politicians and bureaucrats, if anyone had bothered to ask them. Farmers have told me that land on a high elevation is prized, because it is relatively immune to heavy rains and resultant flooding. The Canaan Hill region is the highest elevation in Cumberland Township.

What we have presented to you here, and in the attached material, is a very sondensed version of our research. Will your ministry assist in having this designation removed as soon as possible?

Thanks you for your letter dated March 18 regarding Mr. Wendell Watson's concerns about his cows dying of cancer. I have taken the liberty of forwarding a copy to Mr. Watson. I have also filed a copy of this letter with Cumberland Township in support of the official plan amendment application.

This all began for us on September 8, 1986 when we attended a Cumberland Township Planning Committee meeting. That meeting was hearing a quarry re-zoning application. We asked then if it made any sense to cram quarries into a food-producing region where they were ruining lives and threatening health.

"When I sit up here there are a lot of things that don't make sense to me," was the reply of the committee chairman, Councillor Brian Coburn.

An honest, straight-forward answer. Why are we still, seven months later, talking about something that doesn't make any sense?

Thanks,

Bob Avery

The following are comments made in writing by Sarsfield and Navan area residents about quarries and the way they operate:

"Another concern I have is the dust from the quarry. When they are crushing and the wind is in the right direction a cloud of dust just covers all of our farm. I have several people that have witnessed this sight. It is just like a foggy morning before the fog has lifted.

"Earlier this year I had to get allegy shots to protect me from the dust related to farm work and I feel the stone dust has not helped in that regard. When the dust is bad you have to breathe it because this is where I live and work and you simply have to put up with it. Since the quarry opened we have had to dispose of six cows diagnosed as having cancer. I have never experienced this before. The dust that comes in the air settles on the grass that the cattle graze on, it settles on the hay that the cattle eat, it settles on the corn that the cattle eat, and it settles on the grain that they eat. You can see the dust on the plants and grass, you can also take your finger and wipe it off the leaves of the corn. I feel that this should not be allowed to continue. It is simply not a very healthy environment to live and work in."

Wendell Watson, Watson Road.

(Mr. Watson raises dairy cattle)

"I cannot hang out laundry or have the windows open night or day (because of the quarry dust). Every second day in the summer contents of my house have shaken, pictures crooked, animals scared, children scared- wakes up my children while sleeping. The noise and blasts make my children , animals and I very nervous. It's hard to explain to a two and four year-old why the house is shaking and why the big explosions. Many times the blasts wake my children during naps.

"A fine layer of quarry dust is always seen on our furniture and our sun deck is always a dirty white. You cannot sit down without first washing down the deck. We have noticed that the taste of our farm water is starting to go sulphur more and more. The house has several cement and mortar cracks, however, it is difficult to prove the blasts are the cause of these."

Fred and Adriana Van Munsteren,
Giroux and Dunning Road.

"We have no more peace and quiet in the country like before. Often shaken by blasting everytime they blast. If I sleep during the day, my bed is shaken all over, and I jump in my bed. It's getting on my nerves because I am nervous. For cardiac people it's not too good. My husband needs rest and should not receive stress of any kind. He has been on medication for a few years. The dust is a problem for me because I'm asthmatic. Our foundation is cracked in three places. I'm very concerned, I don't know where to complain."

Alida Lafleur, Sarsfield.

"We are like nervous wrecks when you don't expect the blasting to go. The foundation of our house is cracked. I even had to pay to have the bottom of my patio door re-done. The noise, the vibrations (bother us), many times we think the windows are broken."

Mrs. Fleur-Agne Gascon,
Navan.

"As I understand it now, the authorities are trying to bluff their way to have us believe that there is no damage. That is not so. I have lived beside one. This countryside is becoming a real mess with all these quarries around and behind it all is a lot of greed. My father raised horses to sell. This animal he raised to be a beautfiul animal, when a blast went off and the animal panicked and tried to jump the fence which it happened to be near. Well, its feet caught in the top wire and it was thrown on its side, bursting something inside, and it died within a very few minutes. Those were all losses, for which he never got a cent. We feel that those people in authority do not really care, as their lives are not going to be affected in any way."

Norman and Leona Watson,
Watson Road.

"Yes, I have nervous problems because of the noise. My house is shaken by blasting everytime. I am annoyed by the dust. I don't know where to complain.

Mr. and Mrs. Labreche,
Sarsfield.

...3

"The noise puts us in a nervous state. Our house was shaken and the dishes in the kitchen cabinet were moved. Yes, we breathe the dust. We complained to the quarry owner. They went to check with a monitor. We were not satisfied because the blasting was not as strong as when I complained. It never resolved the problem because they didn't do anything to change it."

Antonio Régimbald,
Navan.

"The noise of drilling before the blasting is done goes on for days. My house has been shaken. On one occasion a quarry shook me in my barn at 5:30 p.m. Following a large blast the cows and horses are somewhat nervous. The noise of drilling starts about 9 a.m. and continues all day."

Charles Watson, Watson Road.

"The noise bothers us during the night, in the summer. And the blasting is really too loud because it shakes the whole house. Two mirrors were broken on the wall in my basement and there is one that fell down from the wall where it was glued. Yes, we breathe quarry dust. "

Edmond Robinson,
Navan.

"The shrill noise from drilling and crushing are really irritating and get on our nevers. The roads are dirty and damaged and we feel the vibrations of blasting. When the wind is right we get the dust."

Estelle and Guy Dutrisac,
Sarsfield.

"The traffic drives me wild. Trucks go by my place every five to 10 minutes. Our house was shaken quite a few times. I complained about the traffic and the road dust. The township complained about spreading more calcium on the road because it would cost more in taxes. What a laugh."

Mr. and Mrs. Jean Noel St. Denis.

#109

Comments on the Draft Official Plan,
Regional Municipality of Ottawa-Carleton

("Transmittal Report to Planning Committee", May 26, 1987, and
"Planning Department Recommendations to Planning Committee", May 1987)

A Brief Submitted to the Planning Committee,
Regional Municipality of Ottawa-Carleton
by the
Carlingwood Action Committee (CAC)
September 15, 1987

OTTAWA-CARLETON
SEP 21 1987
PLANNING DEPARTMENT

I Recommended Modifications to the Draft Official Plan

1. That "Carlingwood" be changed to read "Carlingwood/Fairlawn" or the "Carlingwood/Fairlawn Complex" or a similar appellation which for planning purposes expressly and explicitly identifies the two, abutting shopping centre properties as a single commercial entity. (See pages B-10, B-11 and B-12 in the Transmittal Report, and pages 3-5 and 3-6 in the Planning Department Recommendations report, respectively, for references to "Carlingwood".)

2. That the size of "Carlingwood", that is, "Carlingwood/Fairlawn", as in I-1, be changed from "50,000 square metres" to "existing", for planning purposes and the purposes of the Official Plan, with such designation to hold until such time as the Region can produce or require a precise measure of the gross leasable area of the two shopping centres in particular and the complex as an entity.

II Basis in Planning Principles or Planning Policies for the Recommended Modifications

Of the many planning principle, planning policy or other arguments around which to organize the recommended modifications, few are more compelling than those provided by the Region's own reports.

First, explicit reference is made in the Planning Department Recommendations Report (henceforth referred to as the P.D.R. Report), Section 2.1.7, p. 2-6 to

> "... growth in travel based on the desired urban development pattern and goals related to safety, efficiency, energy conservation, and minimizing environmental damage."

We subscribe to all those goals, but for the purposes of this brief will focus our remarks on "safety" and "efficiency", as they are critical aspects of the Carlingwood/Fairlawn circumstance.

Second, reference is frequently made throughout the P.D.R. Report and the Transmittal Report to traffic problems across the Region. Of particular concern and relevance to this submission is the following statement which appears in the Development Strategy section of the P.D.R. Report, page 2-7:

> "One of the key traffic problems is the heavy congestion inside the greenbelt produced by the concentration of large numbers of east-west movements in the Queensway corridor. The policy of directing some of the growth and employment southwards to a south urban centre will provide a significant contribution to ameliorating the pressures on this axis."

The comments which follow are intended to demonstrate that adoption of the Carlingwood Action Committee's recommendations is both consistent with and supportive of the safety/efficiency goals, and the east-west axis relief policy. On the other hand, we submit, not adopting the recommendations will deny realization of both the goals and the policy objectives, and will render the Official Plan inconsistent in principle, and difficult if not impossible to respect in application.

III Rationale for the Recommendation that "Carlingwood" and "Fairlawn" be construed as a single entity for planning purposes, and be referred to as "Carlingwood/Fairlawn or the "Carlingwood/Fairlawn Complex" or a similar appellation

The following few remarks are regarded as sufficient to demonstrate that, for planning purposes, Carlingwood and Fairlawn should be treated as a single commercial or employment activity centre.

Both Carlingwood Shopping Centre and Fairlawn Plaza are commercial shopping centre enterprises; they share two regional roads, Carling Avenue and Woodroffe/Fairlawn Avenue; Carling Avenue runs between and in front of both shopping centres, and Woodroffe/Fairlawn runs along the west side of both shopping centres; they share a major, regional road intersection (Carling/Fairlawn/Woodroffe); they draw from the same local retail market and from much of the same regional market; they both contribute to the shopping centre traffic which is induced or diverted onto the residential streets which surround the two shopping centres; and, between the two of them they offer a known, expanded mix of goods and services relative to those offered by the individual centres.

That is, to elaborate the final observation, Carlingwood and Fairlawn are widely known to occupy abutting properties, to offer complementary goods and services, and to thereby present to local and regional consumers a "package deal" of shopping opportunities. This package deal of shopping opportunities also combines to create, however, and as discussed below, serious and worsening traffic-related problems which are counter to selected goals and policy objectives of the Official Plan.

For those reasons alone, then, we believe that it is logical and reasonable, in a planning sense, to regard and designate Carlingwood and Fairlawn as a single commercial entity.

There is, in addition, a precedent, set by the City of Ottawa, to designate and treat Carlingwood and Fairlawn as a single entity for planning purposes. That is, the City of Ottawa's current Interim Control By-Law (ICBL) Study of Carlingwood Shopping Centre incorporates Fairlawn Plaza as part of the study for planning purposes.

Space precludes providing an elaboration of that decision by the City of Ottawa, but it appears reasonable to suggest that the grounds for doing so are similar to those noted above; certainly, those were the grounds behind the community-based proposal to include Fairlawn Plaza in the ICBL Study of Carlingwood, a proposal which the City of Ottawa adopted.

In conclusion, we therefore recommend that for planning purposes Carlingwood be changed in the Official Plan to read Carlingwood/Fairlawn, and that the new term fully encompass both properties as they are municipally and popularly known.

IV Rationale for Recommending that the Size of Carlingwood/Fairlawn be Changed to "Existing" for Both Sites as an Entity

The following comments are based on sections 3.1.3.3 (Secondary Employment Centres) and 3.2.3.1 (Regional Shopping Centres) of the Transmittal Report.

Of particular interest and concern are items a), b) and c) of paragraph 8 in section 3.1.3.3.

It is our view that if any of a), b), or c) can be shown not to hold, then "existing" with respect to size is a far more appropriate designation than that of the Region which purports to "permit a further small expansion" of Carlingwood (Transmittal Report, p. B-12), and which also suggests that the proposed size of centres (e.g., 50,000 square metres for Carlingwood as opposed to Carlingwood/Fairlawn) "correspond closely to their existing sizes" (P.D.R.

Report, p. 3-5).

According to the Transmittal Report, p. B-10, Secondary Employment Centres have the following characteristics:

a) the potential for development which can accommodate between 2000 and 5000 jobs with a mix of uses at relatively high densities,

b) direct access to a regional road which can accommodate the anticipated traffic,

c) an efficient all day high frequency public transit service can be provided.

The Carlingwood Action Committee, comprised of more than 400 household members and 7 community/school/tenants association members, has been conducting traffic counts, examining traffic count records, reviewing documentation, discussing accident reports, and engaging in a variety of other tasks involving Carlingwood Shopping Centre in particular, and the Carlingwood/Fairlawn complex in general.

Our findings, after more than twenty months of intensive monitoring of Carlingwood and Carlingwood/Fairlawn, are as follows vis-a-vis characteristics a), b) and c).

a) Potential for Development

According to City of Ottawa figures, prior to the current expansion Carlingwood was apparently 838 parking spaces short of the amount required as a function of the size of the centre. After the expansion it apparently will still be 524 spaces short, according to the City. This shortfall amounts to more than 15% of the required spaces.

The shortfall would not be a problem, of course, if Carlingwood was a retail failure, as expressed by less-than-expected traffic flows in and out of the Centre. As demonstrated, however, by traffic counts done by some 50 members of the Carlingwood Action Committee over the past 20 months, an excess rather than a lack of traffic is the problem at Carlingwood. That is, the 1985 projections by D.S. Lea, consultant to the owners, have already been overtaken and exceeded by 1987, with the beer store and post office removed, and the expansion not even opened for business. It is therefore clear that Carlingwood does not lack for traffic-generating capabilities, and the need for adequate parking is evident.

However, since the parking structures now in place cannot be added to, and the southern one-half of the site is not available for parking according to the owner, there is no room whatsoever for additional parking. As such, there is no development potential remaining at Carlingwood since it is already short of required parking spaces and cannot provide for any additional parking.

As for Fairlawn Plaza, it cannot handle peak hour loadings at present, as evidenced by shoppers' vehicles parked on non-paved surfaces of the site, on public property along Fairlawn Avenue, as well as on neighbourhood streets such as Aaron Avenue, Fox Crescent, and Duberry Street. And, should Fairlawn Plaza propose a parking structure, it would likely be either too small, or would involve a location that would be unacceptable to area residents (along Aaron or Fox) or to the Region (Fairlawn or Carling).

For parking reasons alone, then, there is no remaining development potential at Carlingwood, Fairlawn, or Carlingwood/Fairlawn. That circumstance should be sufficient, on the basis of sound planning principles, to persuade Planning Committee and Council that a lid needs to be placed on development of Carlingwood, Fairlawn and Carlingwood/Fairlawn: no development potential remains, so limit the size of Carlingwood/Fairlawn to the existing gross leasable area of the respective sites and the Carlingwood/Fairlawn complex.

Second, with regard to a) and development potential, the Committee (and Council) is invited to recall the reference to "safety" as a goal to be pursued as part of the transportation strategy (Planning Department Recommendations Report, section 2.1.7, p. 2-6).

Due to the large number of accidents and incidents at Carlingwood over the past year, and in particular in association with the current expansion, CAC organized a walk-about of Carlingwood involving the Ottawa Police Department, the City of Ottawa, and RMOC. You have been provided copies of the findings of the walk-about, and will have noted the safety problems on regional roads.

It is the CAC view, and that of many area residents, and as evidenced by police reports on reported accidents, that it is unsafe to the point of being dangerous to travel by foot or by vehicle in the vicinity of Carlingwood in particular, and around Carlingwood/Fairlawn in general.

Since there are already documented safety problems in the area, and increasingly clear indications that the situation will worsen when the expanded part of Carlingwood is opened for business, it would be consistent with the goal of safety to determine that no development potential remains at Carlingwood, Fairlawn, or Carlingwood/Fairlawn.

We advise Committee members that in our collective experience, and dating in some cases back to the opening of Carlingwood and Fairlawn, the area has become increasingly worrisome for many area residents, but especially children and their parents, and seniors. In our view the walk-about sheet of August 20, 1987 is only the tip of the iceberg in terms of safety-related things gone or going wrong at Carlingwood/Fairlawn. Any further development can only worsen an already serious situation.

b) Direct Access to Regional Roads Which Can Accommodate the Existing Traffic

It is known to regional staff (due to previous hearings on the matter), and perhaps to most if not all Committee members, that much of the traffic to and from Carlingwood has not and does not now involve direct access to a regional road. That is, on the order of 30% of vehicle trips are made on local streets due to the congestion on Carling and Woodroffe. Hence, while Carlingwood and Fairlawn abut regional roads, the quality of that access is already inadequate or degraded to such a degree that shoppers will likely increase their efforts to find alternate means (to the regional roads) of accessing stores in the complex.

With regard to the capacity of the regional roads to accommodate the anticipated increase in traffic arising from any further development of the complex, the Carling/Woodroffe/Fairlawn intersection, and Carling, Woodroffe and Fairlawn Avenues are already under obvious and documented duress:

1. The Region argued against closing off any access/egress to Carlingwood via local streets (Iroquois, Saville) during the 1985/86 expansion discussions because the regional roads could not handle the extra traffic.
2. The projected peak vehicles per hour loading of the intersection at Carling/Woodroffe/Fairlawn, after the current Carlingwood expansion, was set by D.S. Lea to be 4346. That number was made public in 1986, and was based on a traffic count taken in June, 1985. By June, 1987, with a large part of Carlingwood closed due to construction, the expansion obviously not in place, and the post office and beer store removed, the traffic count for the 4:30 p.m. to 5:30 p.m. hour was 4414: that is, 4345 cars and trucks, and 69 buses. To emphasize this point, the loading projections have already been overtaken prior to the expansion, and the intersection is clearly a mess in its present state.
3. More and more traffic is being induced to use local streets to get to/from Carlingwood and Fairlawn, or is diverting onto local streets to avoid the congestion and safety problems on the Carling/Woodroffe/Fairlawn routes, and the

intersection.

Only by thoroughly relaxing traffic and safety standards could any more traffic generation by Carlingwood/Fairlawn be tolerated. That is, the regional road system is failing to do its job now in the vicinity of the Carlingwood/Fairlawn complex, and only the most abysmal of safety and efficiency standards could allow for any further development of the complex, or either of its component parts.

As a closing note for characteristic b), it is clear that any increased traffic drawn to Carlingwood/Fairlawn would come from an expanded regional market; that is, Kanata, West Carleton, Rideau Township, Osgoode Township, Nepean, etc. Four related, negative impacts result as a consequence of those outlying areas losing commercial opportunities to the Carlingwood/Fairlawn complex:

1) More traffic is drawn to and through the east-west axis, which is counter to the Region's policy of re-directing growth (P.D.R. Report, p. 2-7);
2) More traffic is drawn to local streets in Carleton, Britannia and Richmond Wards, which causes safety problems;
3) Increased vehicular movement from outlying areas to the Carlingwood/Fairlawn complex is counter to the Region's goals of efficiency, energy conservation and environmental damage control with respect to transportation; and,
4) Any further development of the Carlingwood/Fairlawn complex is counter to the policy of balanced development throughout the region and particularly with regard to the commercial and economic viability of outlying areas and centres.

In sum, not only can Carlingwood/Fairlawn not expand without further impairing the capacity of regional roads to perform, but to allow any further development is to invite the further invasion of local streets (in three wards) by regional traffic. Clearly, the Carlingwood/Fairlawn complex does not satisfy condition b) in terms of the regional roads being able to accommodate the anticipated traffic of any further development.

c) Efficient, All Day High Frequency Public Transit Service Capability

The following several points are deemed sufficient to demonstrate that the Carlingwood, Fairlawn and Carlingwood/Fairlawn circumstance does not satisfy characteristic c).

1. Carling Avenue has been commercially stripped and malled, on both sides, from Westgate to Bayshore; it is laughable to even contemplate efficient high frequency transit service along Carling Avenue, unless of course all other modes of transport are to be removed from Carling.
2. Woodroffe converges to two lanes north of Saville Row, runs in front of two elementary schools, is part of the congested Byron/Richmond/Woodroffe intersection problem, and then connects to the Ottawa River Parkway; going south, the buses are confronted by the Fairlawn/Carling/Woodroffe intersection, the Woodroffe S./Carling intersection, and run in front of an elementary school before they would get to the Queensway. It is equally laughable to contemplate anything other than a plodding level of OC Transpo service on Woodroffe.
3. The transitway is located 7 or 8 city blocks to the west of the Carlingwood/Fairlawn complex. As area residents will attest, poor peak hour service levels are tolerable only because the distance is so limited; as for connecting to Churchill, OC Transpo provides limited service at present, and residents along Churchill would not abide their street being turned into an all day high frequency link.

In sum, the Carlingwood/Fairlawn complex does not satisfy characteristic c) at present, and likely would only be marginally better placed to do so when the transitway is moved off the Parkway and onto/into the Byron right-of-way. Indeed, the complex is very poorly located to benefit from or to contribute to the transitway program, or to be a productive part of any region-wide transit service program. That is, by the very nature of its location, the complex is a drag on efforts to offer efficient all day high frequency service. Only by spending exorbitant amounts of money on buses and drivers, and by removing other vehicles from area roads during the week-day hours of 6:30 to 9:30 a.m. and 3:30 to 6:30 p.m. could c) be satisfied. Maybe.

V Conclusion

We have considered the planning principles and policies, and the associated goals, objectives, interests and criteria contained in the Planning Department Recommendations to Planning Committee, and the two Draft Official Plan documents: the Transmittal Report to Planning Committee and the Planning Department Recommendations Report.

It is the view of the Carlingwood Action Committee, which has been studying the Carlingwood, Fairlawn and Carlingwood/Fairlawn circumstances for many months, that the two following recommendations are consistent with and derivable from the planning principles and policies set forth by the Planning Department in the above-mentioned documents:

1. That Carlingwood Shopping Centre and Fairlawn Plaza be treated as a single entity for planning purposes, with any subsequent documents, including the Official Plan, to refer to the entity as Carlingwood/Fairlawn, Carlingwood-Fairlawn, or some variation thereof which explicitly references both Carlingwood and Fairlawn; and,

2. That the size of "Carlingwood", that is Carlingwood/Fairlawn (or a name variation thereof) be changed from "50,000 square metres" to "existing", for planning purposes, and for the purposes of the Official Plan. The appropriate gross leasable area numeric for the Carlingwood/Fairlawn entity can be entered into the record in due course.

It is our closing observation that to reject the recommendations is to render the Official Plan internally inconsistent in terms of planning principles and policies, and to make it difficult if not impossible to respect the Official Plan in application.

B Wellar

Barry Wellar, Ph.D., MCIP
President
Carlingwood Action Committee

#110

710

2032 Prince Charles Road,
Ottawa, Ont. K2A 3L1,
18 Sept 1987.

SEP 21 1987
PLANNING DEPARTMENT

Chairman and Members,
Planning Committee,
Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ont. K1P 5Z3.

Dear Chairman and Members:

I would like to speak for the mothers of the residential areas around Carlingwood and Fairlawn shopping centres (see attached map). An unsafe traffic situation already exists and I do not want it to get worse.

The Regional roads on the map are Carling, Woodroffe North and South, Fairlawn (between Carling and Lenester), Lenester (between Fairlawn and Woodroffe South) and Richmond. The two shopping centre sites are already overdeveloped. They act as a magnet to bring shoppers and traffic into the area. The Regional roads are already inadequate to handle this traffic and it is spilling over onto residential streets, for example, Iroquois and Lenester east of Fairlawn, Saville Row and Lockhart. This Regional traffic poses a major safety hazard for local residents.

The Carlingwood/Fairlawn complex is situated in a predominantly residential area with many small children who play on the lawns, ride their bikes on the streets and walk to and from school, etc. Also a high percentage of seniors live in the apartment buildings across the streets from Carlingwood Shopping Centre (see map). Along or near the Regional roads, there are many schools and facilities for children. They are shown on the map:

Our Lady of Fatima,
The YM-YWCA,
Woodroffe Elementary School,
The Carlingwood Branch of the Ottawa Public Library, and
D. Roy Kennedy Elementary/Intermediate School.

These facilities attract children to the area. The Carlingwood-Fairlawn shopping complex attracts traffic from all over the Region.

How do I know that the traffic situation is unsafe? I know because I am a mother who lives in the area and who has to take my child through it. I know because I was concerned enough to help with some of the community-sponsored traffic counts in the area during the discussion of the last in the series of expansions of Carlingwood. I know because I participated in the walkabout on Aug 20 with representatives of the Region, the City and Ottawa police. During this walkabout my perceptions were confirmed and I realized how unsafe the situation really is. The problems identified on the walkabout are too many to cover in a five minute talk. For details I refer you to the Sep 4th memorandum from Dr. B. Wellar to Messrs Hill, Bailey and Sheflin (attached).

However, I would like to share with you one incident that occurred during the walkabout. Several seniors were trying to cross Saville Row between the shopping centre and their apartment buildings. They stopped for a minute to listen in. Now we weren't saying anything they did not already know. They made it clear that they were upset. They wanted to know why Andy Haydon was not on the walkabout too, so that he could hear first-hand about the problems in our neighbourhood.

In closing, I ask you, Mr. Chairman and Members of the Committee, on behalf of the mothers and children and seniors in this area, that the two shopping centres not be allowed to expand further. There is already too much traffic in our area and it is already unsafe for our children and seniors.

Thank you,

Helen Johansen

Helen Johansen

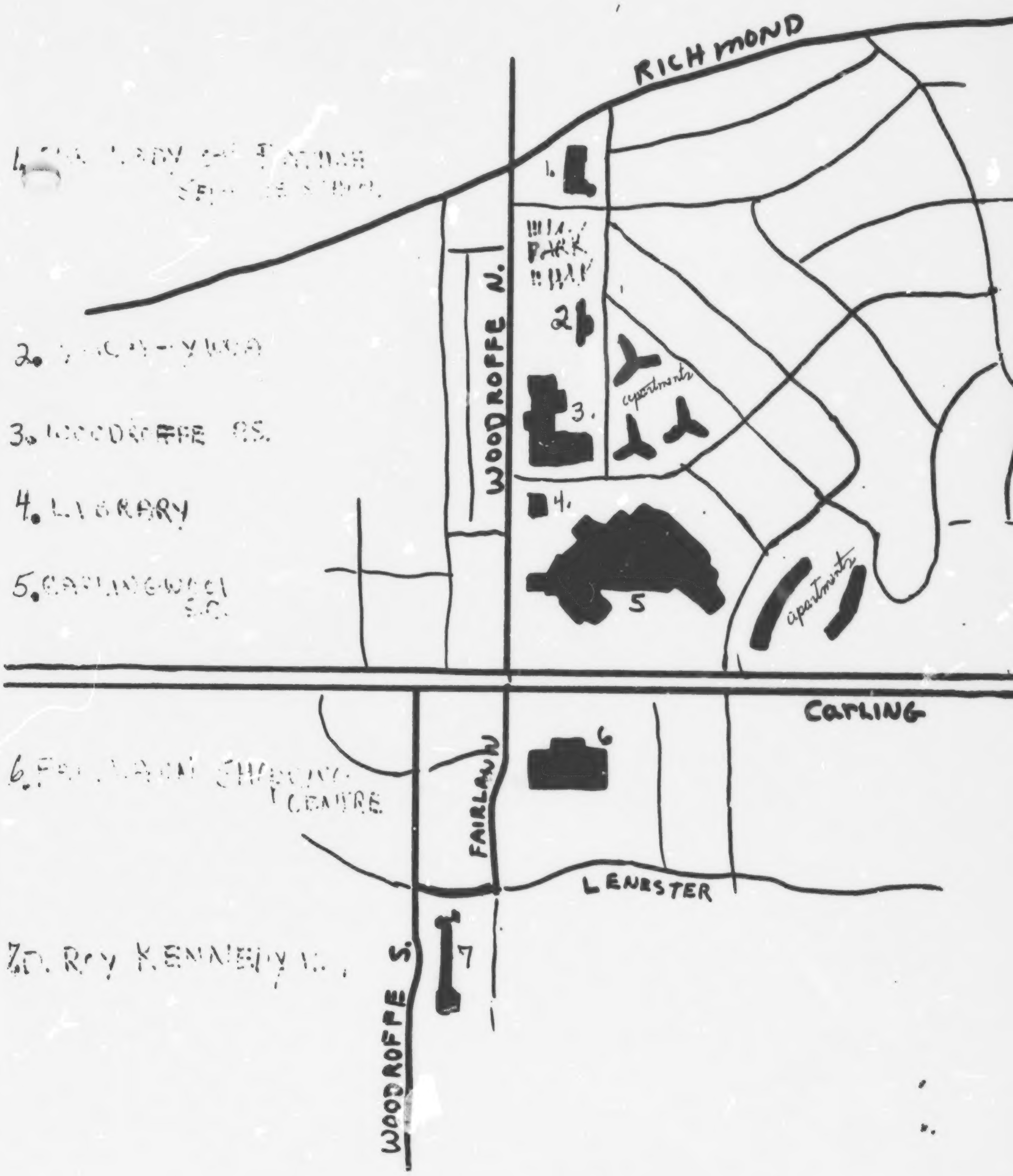
[NOTE: FOR "WALKABOUT", SEE BRIEF #09]
C.B.

Map

712

110-3

REGIONAL ROADS are labelled


RICHMOND
WOODROFFE N.
WOODROFFE S.
CARLING
FAIRLAWN
LENESTER
PARK
1.
2
3.
4.
5
6
7
apartments
apartments

1. OUR LADY OF FATIMA
SEP. SCHOOL

2. YMCA–YWCA

3. WOODROFFE H.S.

4. LIBRARY

5. CARLINGWOOD
S.C.

6. FAIRLAWN SHOPPING
CENTRE

7. D. ROY KENNEDY S.

MEMORANDUM

To: D. Hill, Ottawa Police Commission
R. Bailey, City of Ottawa
M. Sheflin, RMOC

From: B. Wellar, Carlingwood Action Committee

Date: September 4, 1987

Subject: Carlingwood Shopping Centre Walk-about, August 20, 1987

I enclose for your information and disposition materials arising from the safety-related tour of Carlingwood Shopping Centre.

It is our view that many of the problems pointed out should never have occurred in the first place, or should have been duly corrected in a timely manner as a consequence of inspection by staff of the City of Ottawa or the Regional Municipality of Ottawa-Carleton.

That the problems not only arose, but prevailed, is taken to support the widespread community sense that we have been poorly served by the City and the Region on many matters pertaining to Carlingwood.

We believe that notice has now been adequately served that accidents involving persons and/or property around Carlingwood could well bring sustainable charges of negligence and liability against the City and Region, as well as the developer. As taxpayers, and residents who may be at risk due to safety problems of a traffic-related nature around the site, we request and expect that necessary actions be taken at the earliest moment to deal with any outstanding problems noted on the attached.

Sincerely,

Barry Wellar, President
Carlingwood Action Committee

cc Chairman and Members, Transportation & Works Policy Committee, RMOC
Mayor and Council, City of Ottawa
M. Hegan and R. Quinn, Commissioners of Police, City of Ottawa
Participants, Carlingwood Walk-about
CAC Officers and Board Members
Chairman, Ottawa Board of Education

Attachments

714

#111

H.J. Martin
#30 Selwyn Crescent
Kanata, Ontario
K2K 1N8

September 18, 1987

Regional Municipality of Ottawa-Carleton
Planning Committee
8th Floor, 222 Queen Street
Ottawa, Ontario
K1P 5Z3

Attention: Mr. Chris Bradshaw

Dear Sir:

Re: South Growth Area - Draft R.M.O.C. Official Plan

This letter is submitted on behalf of Limebank Holdings, owners of property described as Lot 25, Concession 2 (Rideau Front), Gloucester (217 acres ± immediately north of Rideau Road and east of Limebank Road).

The South Growth Area as now defined in the Draft R.M.O.C. Plan does not extend southerly to the Rideau Road, whereas Gloucester's Amendment No. 11 does designate the subject lands for growth.

As it is logical to use existing roads to define growth areas and as the East - West traffic problem will only increase in the years ahead, it would appear that the South Growth Area as defined by Gloucester Amendment No. 11 should receive the immediate attention of the Regional Municipality of Ottawa-Carleton.

Limebank Holdings will be making a more formal written submission at a later date, however, in the interim, please consider this letter as a submission of interest and intent to have the subject lands included within the South Growth Area.

Yours truly,

H.J. Martin

HJM/cl
cc: Mr. Jan Kaminski
#500 - 36 Antares Drive
Nepean, Ontario

#112

715

Soloway, Wright, Houston, Greenberg, O'Grady, Morin
Barristers, Solicitors and Notaries
Avocats et Notaires

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KENNETH J. WEBB
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NIKOL J. SCHULTZ
RONALD C. STEIN
LAWRENCE WEINSTEIN
DENIS RAIL
CATHERINE NASH
ELKE B. KLUGE

M. JAMES O'GRADY, Q.C.
ROBERT E. HOUSTON Q.C.
PAULL N. LEAMEN
LYON GILBERT
THOMAS J. MARLAY
WILLIAM J. HONEYWELL
MONIQUE METIVIER
LYNN D. RATUSHNY
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DIRECT LINE/LIGNE DIRECTE 782-3216
FILE/DOSSIER NO 278-9

September 17, 1987

Mr. John Wright,
Planning Director,
Regional Municipality of
Ottawa-Carleton,
Planning Department,
222 Queen Street,
Ottawa, Ontario.

[illegible] 21 [illegible]

Dear Sir:

Re: Draft Official Plan - Leitrim Growth Area

We are solicitors acting on behalf of Famlit Investments and W. Weidman and Sam Schwartz who own property described as Part of Lot 21, Concession 4, in the City of Gloucester. The lands are within the Leitrim Growth Area as proposed by the City of Gloucester and are depicted on the attached schedule.

It is our understanding that services are already in place to permit substantial development in this area and that very little expenditure would be required for development to proceed.

On behalf of our client we therefore propose that the subject lands be either designated as, General Urban Area or that the Serviced Village designation be expanded to include our clients lands.

It is our understanding that the City of Gloucester is supporting this position and that similar recommendations have been made to you by Tartan Development Corporation which owns land to the north.

112-2

When considering amendments to the Draft Official Plan would you please bring these matters to the attention of Planning Committee.

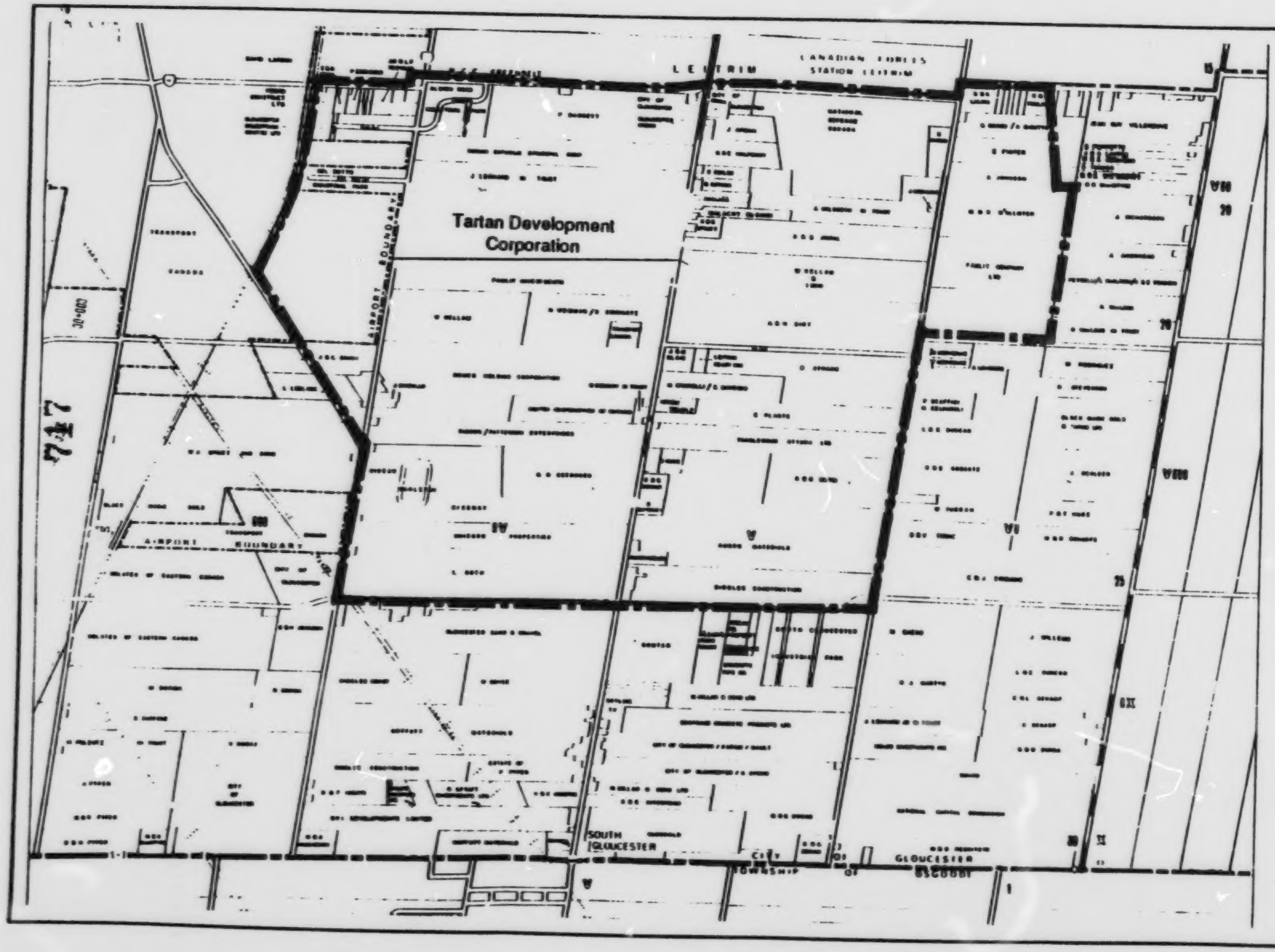
Yours very truly,

Janet E. Bradley
JEB:bf
c.c. Nick Tunnacliffe
c.c. Barry Lithwick

112·3

MAP 2

OWNERSHIP


LEITRIM
CANADIAN FORCES STATION LEITRIM
Tartan Development Corporation
AIRPORT BOUNDARY
AIRPORT BOUNDARY
747
15
20
25
30
SOUTH GLOUCESTER
CITY OF GLOUCESTER
TOWNSHIP OF OSGOODE

— STUDY AREA BOUNDARY approximate

718

#113

Soloway, Wright, Houston, Greenberg, O'Grady, Morin

Barristers, Solicitors and Notaries
Avocats et Notaires

HYMAN SOLOWAY, Q.C., LL.D
GERALD R. MORIN, Q.C
JAMES L. SHIELDS
SUSAN M. GIBSON
LAWRENCE J. SOLOWAY
DOUGLAS B. KELLY
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DIRECT LINE/LIGNE DIRECTE: 782-3216
FILE/DOSSIER NO.: 21835-1001

September 17, 1987

Mr. John Wright,
Planning Director,
Regional Municipality of
Ottawa-Carleton,
Planning Department,
222 Queen Street,
Ottawa, Ontario.

Dear Sir:

Re: Draft Official Plan - Leitrim Growth Area

We are solicitors acting on behalf of Gib Patterson who owns property described as Part of Lot 22, Concession 4, in the City of Gloucester which lands are within the Leitrim Growth Area as proposed by the City of Gloucester and are depicted on the attached schedule.

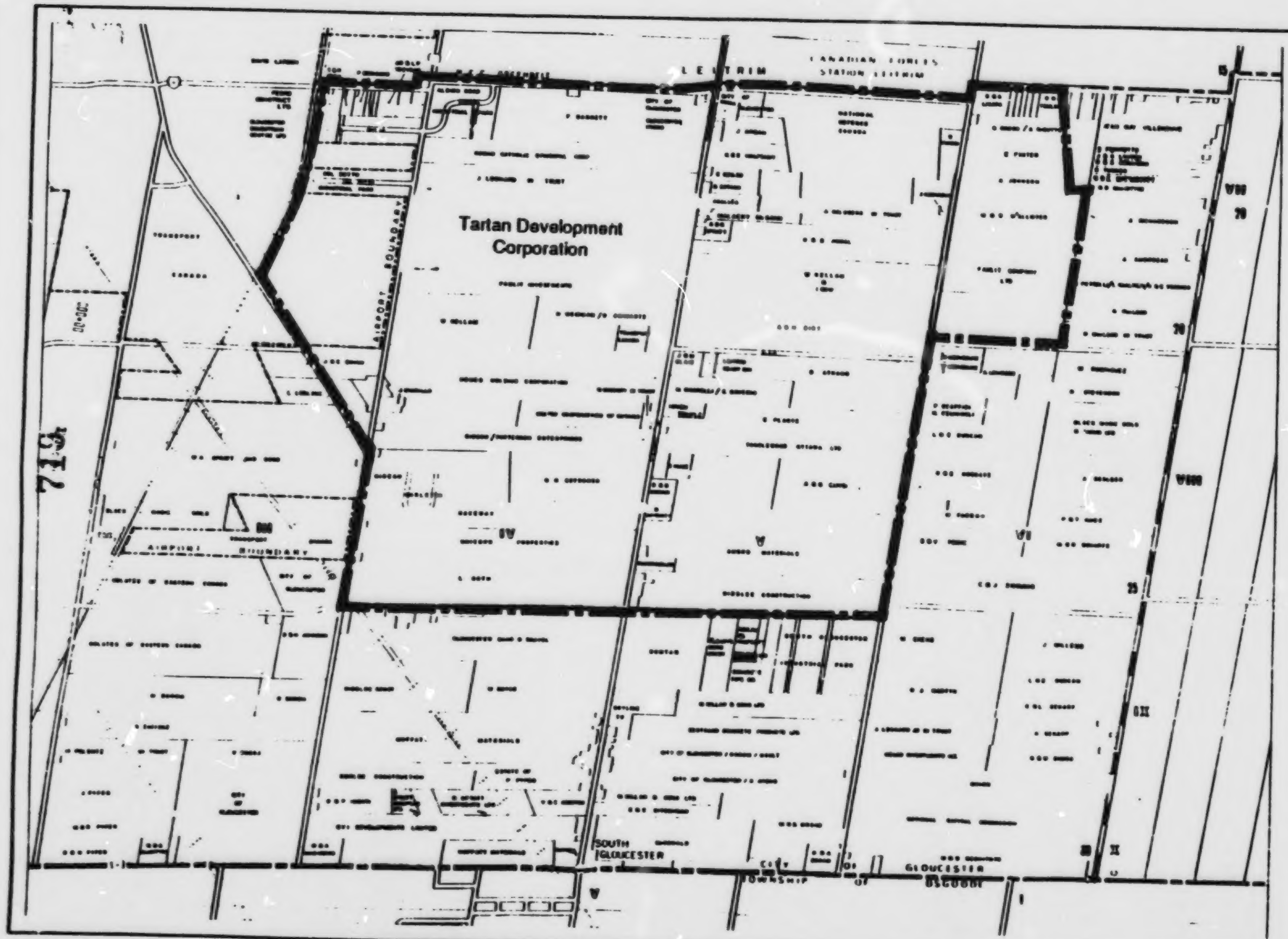
It is our understanding that services are already in place to permit substantial development in this area and that very little expenditure would be required for development to proceed.

On behalf of our client we therefore propose that the subject lands be either designated as a General Urban Area or that the Serviced Village designation be expanded to include our clients lands. It is our understanding that the City of Gloucester is supporting this position and that similar recommendations have been made to you by Tartan Development Corporation.

When considering amendments to the Draft Official Plan would you please bring these concerns of our clients to the attention of Planning Committee.

Yours very truly,

Janet E. Bradley
JEB:bf
c.c. Nick Tunnacliffe
c.c. Gib Patterson


Tartan Development Corporation
LEITRIM
CANADIAN FORCES STATION LEITRIM
AIRPORT BOUNDARY
SOUTH GLOUCESTER
CITY OF GLOUCESTER
TOWNSHIP OF OSGOODE
719

MAP 2

OWNERSHIP

— STUDY AREA BOUNDARY approximate

#114

726

Soloway, Wright, Houston, Greenberg, O'Grady, Morin
Barristers, Solicitors and Notaries
Avocats et Notaires

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GERALD R. MORIN, Q.C.
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A. EDWIN HONEYWELL
ALAN K. COHEN
JANET E. BRADLEY
PETER G. HAGEN
NIKOL J. SCHULTZ
RONALD C. STEIN
LAWRENCE WEINSTEIN
DENIS RAIL
CATHERINE NASH
ELKE B. KLUGE

M. JAMES O'GRADY, Q.C.
ROBERT E. HOUSTON, Q.C.
PAULL N. LEAMEN
LYON GILBERT
THOMAS J. MARLAY
WILLIAM J. HONEYWELL
MONIQUE METIVIER
LYNN D. RATUSHNY
MARY E. MARTIN
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99, rue Metcalfe Street
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K1P 6L7

TELEPHONE (613) 236-0111
TELECOPIER (613) 238-8507
TELEX SOLOWRIGHT 053-4326

DIRECT LINE/LIGNE DIRECTE 782-3216
FILE/DOSSIER NO.

September 18, 1987

Planning Director,
Regional Municipality of
Ottawa-Carleton,
Planning Department,
222 Queen Street,
8th Floor,
Ottawa, Ontario.

Dear Sir:

RE: Regional Official Plan Review - Cave Investments - Part of Lot 21, Conc. 1, Township of Rideau (Village of Kars)

Cave Investments owns a fourteen acre parcel of land comprised of Part of Lot 21, Concession 1, in the Township of Rideau which is primarily an abandoned gravel pit. The lands are adjacent to a residential development in the Village of Kars. It would appear from Schedule "A" of the Regional Draft Official Plan that these lands have been designated as "Agricultural Resource". As these lands have not been farmed for years and have no further capacity as a gravel pit, it is considered inappropriate that the lands retain this designation and we would therefore propose either a "general rural area" designation or "Village".

In discussions with you after the hearing you indicated that the dot indicating the Village of Kars is to be interpreted generally and can be considered to include these lands. If this is the position which the Region is prepared to take would you please confirm in writing that such is the case and that the lands are considered by the Region Planning Department as being within the Village designation.

Thank you for your assistance in this regard.

Yours very truly,

Janet E. Bradley
JEB:bf
c.c. Michael Casey
c.c. Clerk of the Township of Rideau

722 #115

Soloway, Wright, Houston, Greenberg, O'Grady, Morin

Barristers, Solicitors and Notaries
Avocats et Notaires

HYMAN SOLOWAY Q.C., LL.D
GERALD R MORIN Q.C
JAMES L SHIELDS
SUSAN M. GIBSON
LAWRENCE J SOLOWAY
DOUGLAS B KELLY
ANDREW J RAVEN
KENNETH J WEBB
LYON LIGHTSTONE
DANIEL M LOGUE
CLAUDIA MORROW
JOHN E MOSS
PHILLIP G HUNT
KATHERINE YOUNG

IRVING GREENBERG
ABRAHAM FEINSTEIN, Q.C
F JAMES HOLMES
A EDWIN HONEYWELL
ALAN K COHEN
JANET E BRADLEY
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DIRECT LINE/LIGNE DIRECTE: 782-3217
FILE/DOSSIER NO: 14-1006

September 18, 1987

Planning Director,
Regional Municipality of
Ottawa-Carleton,
Planning Department,
222 Queen Street,
8th Floor,
Ottawa, Ontario.

3

Dear Sir:

Re: Regional Official Plan Review - Meriline Court - Baseline Road - West of Fisher

On September 15, 1987, Michael Casey of Arnon Development Corporation and I appeared before the Planning Committee to make submissions in regard to an eighteen acre parcel of land on Baseline Road west of Merivale Road being developed by Arnon Development Corporation and known as Meriline Court. It was our submission that since buildings with seven hundred thousand square feet of office space are being built at this location, it would be appropriate that the land be designated as a primary or secondary employment centre in the Regional Official Plan. In discussions with you after the hearing, you indicated that you would consider this matter but that the circle indicating the secondary employment centre in the location of Maitland Avenue and Baseline Road could be interpreted to include lands owned by our client and being developed as the Meriline Court project. For this reason you felt that possibly no amendment would be required. If this is the position of the Regional Planning Department, would you please confirm that such is the case and that the lands owned by Arnon Development Corporation West of Merivale Road and North of Baseline are all included in the secondary employment centre designation.

Thank you for your assistance in this regard.

Yours very truly,

Janet E. Bradley
JEB:bf
c.c. Michael Casey

Ontario
Ministry of Natural Resources
Ministère des Richesses naturelles

723

#116

10 Findlay Avenue
Carleton Place, Ontario
K7C 3Z6

(613) 836-1237

40.

September 18, 1987

Our File: 30.16

Regional Municipality of Ottawa-Carleton
Policy & Program Division
Planning Department
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Attention Mr. N. Tunnacliffe

Dear Sir:

SUBJECT: Draft Official Plan,
Regional Municipality of Ottawa-Carleton

We have reviewed the above and have no objection to the Draft Official Plan. In response to the draft and to the subsequent meeting July 29, 1987, however, we have prepared a number of comments and suggestions on the sections of the plan which relate to our mandate.

In addition you may wish to refer to our earlier response of March 20, 1986 concerning the discussion papers.

Our comments are as follows:

1) Schedules:

   A) Schedule A - Rural Policy Plan

      Although Schedule A designates the Mineral Resource areas for the official plan, a number of presently licenced pits and quarries do occur in areas outside this designation as are sites of known aggregate reserves.

... 2

B) Schedule G - Environmental Constraints

Our Ministry is responsible for flood plain concerns in areas where no conservation authority exists. The area we administer directly is that portion of Cumberland Township next to the Ottawa River. (This is referred to in 7.2.1.)

2. Planning Department Recommendations

Resource Area Policies

Section 5.1 - Agricultural Resource Areas. We note that Pits and Quarries are permitted in this designation (ref. 1.f.g.h.i) but suggest that quarries be added to "g".

Section 5.2 Mineral Resources

Staff understand this section is taken from Official Plan Amendment 31 and have no concerns. For your information "Silica Sands" (5.2.6) is now administered by the Ministry of Northern Development and Mines and proposals in these areas should be referred to their Tweed office.

Pits and Quarries are permitted in the Agricultural Resource areas (see above) as well as the Mineral Resource areas. It appears that they may also be permitted under the General Rural Areas designation as they are mentioned in the discussion under 4.2.3, however, no specific mention is made of pits and quarries in the summary. A reference to this use in Section 13 or 14 would help avoid any confusion.

In addition we understand that area municipalities can designate additional Mineral Resource areas in their local official plans. Could you please advise us if this is correct?

Note re Section 5.2.5 - Although this is titled "Protection of Pits and Quarries not within "Marginal Resource Areas", is not Mineral Resource Areas being referred to?

Sub-section 5.2.7.6 - We recommend the Ontario Ministry of Natural Resources be added in addition to the Ontario Ministry of Environment, as methods of extraction and the extent of extractive operations are concerns of our Ministry.

... 3

Sub-section 5.2.7.7 - Wayside pits or quarries do not require special zoning under the Pits and Quarries Control Act and we suggest the reference in this section to wayside pits and quarries be deleted.

Proper zoning is required under this Act however for all licenced pits and quarries regardless of size. You may wish to reconsider the last sentence in 5.2.7.7 to prevent confusion with the Pits and Quarries Control Act.

Sub-section 5.2.7.10 - Reference to O.M.N.R. should be replaced with "Ministry of Northern Development and Mines".

For further information on Mineral Resources you may wish to refer to the Mineral Aggregate Resources Policy Statement under the Planning Act and to the MNR/MOE/MMA accord on Pits and Quarries, copies of which were forwarded to your office previously.

Section 5.3 Natural Environment Areas

Natural Environment Areas (5.3) - Sub-sections 5.3.1 and 5.3.2 make reference to policies in 5.3.5; should this be 5.3.6?

Wetlands

Copies of our recent wetland mapping were supplied to R.M.O.C. last spring and summer outlining the location and classification of the wetlands. Class 1 & 2 are considered of provincial significance and Classes 3 to 7 may be of local or regional significance. The "Guidelines for Wetland Management in Ontario", also provided, recommend that municipalities have regard to these planning guidelines and specifically in official plans:

a) Wetlands identified as having significance should be protected from incompatible activities wherever possible.

b) Development in wetlands can occur under carefully considered circumstances where it can be shown that the wetland values can be managed adequately.

An additional copy of the Guidelines is attached for your reference.

The Natural Environment Areas appear to be the most appropriate designation for wetlands and we recommend R.M.O.C. consider placing the Class 1 & 2 (provincially significant) wetlands and any Class 3 - 7, which may be of regional significance, in this designation.

... 4

Forestry

The District has supplied, at Region's request, a map outlining "high value" forest sites, i.e. maple stands. R.M.O.C. may wish to consider these areas in Natural Environment Areas as well or in another appropriate designation.

In addition, we recommend that the advice of our Ministry be obtained for any development proposal affecting wetlands or other natural environment areas.

If further review of the Natural Environment areas and policies is to take place, we would look forward to supplying R.M.O.C. with any new information available on these areas and to meet with staff to discuss any proposed policy revisions.

Section 7.0 Environmental Constraints

Sub-section 7.2.1 - Flood Plains
Please see our comments under "Schedules" re Cumberland Township.

We hope the above comments are of assistance to you and if further information is required please contact R. Rogers of our office.

Yours sincerely,

JHSellers

John H. Sellers
District Manager
Carleton Place District

RR/sl
Attachment

c.c. Ministry of Municipal Affairs, Mr. S. Carty
Mississippi Valley Conservation Authority
South Nation River Conservation Authority
Rideau Valley Conservation Authority
Ministry of Environment, Kingston
Ministry of Northern Development & Mines, Tweed

727

116.5

Guidelines for Wetlands Management in Ontario

Ontario

Ministry of
Natural
Resources

Hon. Alan W. Pope
Minister
John R. Sloan
Deputy Minister

GUIDELINES FOR WETLAND MANAGEMENT IN ONTARIO

Purpose:

These Guidelines represent the Province of Ontario's concern for wetlands and wetlands management. The purpose is to ensure that wetlands are managed in keeping with both present and long-term needs of the people of Ontario.

Interpretation:

These guidelines do not supersede or take priority over other provincial planning policies, and recognizes that other matters, such as housing, forestry, agriculture, mining, watershed protection, tourism, recreation, environment, and the concerns of native people, must also receive consideration in land-use planning. Wetland management should be implemented in conjunction with relevant provincial policies and regulations.

Definition:

For the purpose of these guidelines, wetlands are areas with shallow standing water, (less than 2 meters deep), until about July 1, in most years. They are divided into 4 major categories: swamps, marshes, bogs and fens.

Background:

Wetlands are important to Ontario's economy. They maintain and improve water quality, help control flooding, provide habitat for fish and wildlife, and contribute substantial social and economic benefits. These include outdoor recreation and tourism benefits from such activities as hunting, fishing and bird-watching amounting to over 53 million user-days per year for 7 million residents. Wetlands also contribute to the ecological diversity of the landscape and provide habitat for several threatened and endangered species. They provide protection against flooding by holding rainfall during peak periods and releasing it over the following months. They are a source of many important resource products, such as fur, wood and wild rice, valued in excess of 300 million dollars annually. The benefits they provide and the overall provincial interest in wetlands should be taken into account in any related planning action.

The Provincial Evaluation System

Individual wetlands will be identified and classified according to a standardized methodology contained in:

> *An Evaluation System for Wetlands of Ontario South of the Precambrian Shield.* Second Edition. Ontario Ministry of Natural Resources and the Canadian Wildlife Service. 1984. 153 pp.

Principles:

The following principles form the basis of these Guidelines.

1. Wetlands are essential natural resources. When properly classified according to their function, wetlands can be managed for the maximum benefit of all residents of Ontario.
2. All land use planning and resource management agencies should recognize wetlands as important components of their comprehensive plans and programs, and have a responsibility to ensure their plans and actions consider all the benefits of wetlands when arriving at decisions.
3. All parts of Ontario possessing wetlands share a responsibility for their wise management.
4. The protection of wetlands should not interfere unreasonably with existing uses of private land either within the wetland or in surrounding areas.

Application

The following guidelines apply to those wetlands identified and classified according to the provincial evaluation system as being of provincial significance (generally, Classes 1 and 2) and those additional wetland areas identified by municipalities as being significant and incorporated within their planning documents.

1. **General Guideline**

    1.1 Every land-use planning and resource-management agency should have regard for the implications of its actions on wetlands within its management area.

    1.2 All municipalities should ensure that official plans, by-laws and planning programs undertaken by their respective Council or by delegated authority have regard to these planning guidelines.

2. **Official Plans**

    2.1 Wetlands identified as having significance should be protected from incompatible activities wherever possible.

    2.2 Development in wetlands can occur under carefully considered circumstances where it can be shown that the wetland values can be managed adequately.

3. Zoning By-Laws

3.1 Lands identified in an official plan for protection as wetlands should be placed in a zoning category that only permits uses that are compatible with wetland management, such as forestry, aquaculture, fisheries management, wild rice, waterfowl production, and open space.

3.2 In municipalities not subject to an official plan, significant wetlands should be identified for protection on advice of the Ministry of Natural Resources and placed in a zoning category which prohibits uses that are incompatible with future existence of the wetland.

4. Implementation

The objective of the Government is to ensure optimum economic and social benefits are obtained from the land with minimal disturbance to remaining wetlands.

This can be achieved through implementation of these guidelines, including the following government functions.

4.1 The Government will:

a) provide on a priority basis all pertinent information, including mapping and technical assistance, to any government body or planning authority, in particular municipalities, and assist them to define and protect wetland areas; priority will be given to inventorying areas undergoing official plan preparation and review.

b) provide comments to planning review and approval agencies on proposed technical planning actions that may have implications for wetland development. Comments shall relate to the compliance of these actions with these guidelines and to wise resource management;

c) prepare technical documents to assist municipalities and other agencies responsible for wetland planning and management, in implementing this Guideline.

d) undertake research programs to investigate a wide array of wetland management topics. Special emphasis shall be given to managing wetlands for as wide an array of benefits to the people of Ontario as possible;

e) review and comment upon application of the evaluation system carried out by or on behalf of municipalities.

AN EVALUATION SYSTEM FOR WETLANDS

Wetlands are land types that are commonly referred to as swamps, fens, mires, marshes, bogs, sloughs and peatlands. They occur intermittently across the landscape of southern Ontario along lakes, rivers, streams and in headwater areas. They vary in size from a fraction of a hectare to many thousands of hectares. They may be relatively simple or highly complex and diverse.

A system of evaluating wetlands was created for the purpose of measuring wetland values.[1] Its application is calculated to reveal not only which wetlands in an area, a region, or in southern Ontario as a whole are more valuable but also why one wetland is more valuable than another. It is intended to be used as a tool or instrument at various levels in Ontario's Planning Process. The ultimate aim is to be able to rate wetlands with regard to their relative value so that people who make decisions about land-use will have a means through which to ascertain which wetlands are the more valuable.

The need or "justification" for the development of this system of evaluation for Ontario's wetlands derives from several considerations. The greatest need stems from the fact that virtually no prior work had been done to quantify wetland values in a manner whch permits comparison of wetlands in order to make knowledgeable land use decisions. Another consideration derives from an increased scientific understanding of the role that many wetlands play in maintaining wildlife populations, regulating stream flow and in pollution abatement. Wetlands are truly unique areas where land and water come together, providing habitat for a diverse variety of wildlife species that can live nowhere else. Many people see wetlands as having special and unique recreational, educational and scientific value to themselves and to society as a whole. Yet, until now no mechanism has existed to identify which wetlands in a given area or region are the most important to society as a whole. The system of evaluation should meet this need.

Since the evaluation system was designed to identify and measure some of the most important values of wetlands in an unbiased manner, it should provide an accurate mechanism or framework through which conflicting claims about wetland values and uses can be resolved. By applying this system, knowledge of the different kinds of wetland values would become available for examination and assessment by an interested person, agency or group. Judgements about the best possible use of any wetland could then be made on the basis of relatively firm information. If insufficient information about the values of a particular wetland still exist, more could be obtained by individuals or groups. Decisions about future uses of a wetland can thus have a more rational basis.

The evaluation system can be applied to all Ontario wetlands south of the Canadian Shield. It should also be applicable to those wetlands in a band extending roughly between Haliburton and Leeds counties where significant calcareous drift overtops the Shield.

Implementation of the Evaluation System may take place at three levels.

(a) by a municipality, regional government or county as part of the Municipal Planning Process where often there is need for a mechanism to obtain some objective insights or knowledge into the value of a particular wetland in relation to other nearby wetlands;

(b) by Conservation Authorities as part of an overall watershed management plan, or by MNR Districts in relation to the need to develop wildlife and other resource management objectives or because of a need to contribute professional advice about wetlands during the development of Municipal Plans and review of drainage proposals; and

(c) by the province as an aid to broad planning. In this regard a wetlands evaluation system will serve as an essential cornerstone of a wetlands policy where there is need for an objective mechanism to identify the most valuable wetlands in the province. As well, the evaluation system will prove of value in identifying provincially or nationally important wetland habitat for migratory birds.

This evaluation system will therefore have both a short and a long term practical application and use to the people of Ontario.

The provincial evaluation system is used to evaluate wetlands and rank them into 7 classes. The classification is based on the following point scores:

Class 1 — 700 or more total points or 3 out of 4 components which score higher than 200 points each;
Class 2 — 650 or more total points or 2 out of 4 components which score higher than 200 points each;
Class 3 — 600 or more total points or 1 out of 4 components which scores higher than 200 points;
Class 4 — 550 or more total points or all 4 components scores above 100 points each;
Class 5 — 500 or more total points or 3 out of 4 components which score more than 100 points each;
Class 6 — 450 or more total points or 2 out 4 components which score more than 100 points each;
Class 7 — all others not included above.

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[1] An Evaluation System for Wetlands of Ontario south of the Precambrian Shield. Second Edition. Ontario Ministry of Natural Resources and the Canadian Wildlife Service. 1984. 153 pp. (Available from Wildlife Branch, O.M.N.R., Queen's Park, Toronto, Ontario M7A 1W3.)

MRS. CUENO - SPOKEN COMMENTS AT PUBLIC MEETING 17 SEPT, 1987

MRS. MONIQUE RIESE - SPOKEN COMMENTS AT PUBLIC MEETING, 17 SEPT. 1988

#114

200-2

733

PERLEY-ROBERTSON, PANET, HILL & McDOUGALL
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PATENT & TRADE MARK AGENTS-AGENTS DE BREVETS & MARQUES
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OTTAWA, CANADA
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GEORGE PERLEY-ROBERTSON, Q.C
A. de LOTBINIÈRE PANET, Q.C
DAVID H. HILL, Q.C.
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TREVOR C. KLOTZ
PAUL B. KANE
MICHAEL A. KELEN
GRANT A. JAMESON
JOHN P. MANLEY
W. TERRANCE DENISON
MARY F. ORMEROD
ANNE L. MACTAVISH
RICHARD A. WAGNER
D. JOHN NACCARATO
HUGH BLAKENEY
DAVID MIGICOVSKY
RENÉE-MARIE BARRETTE
YVAN G. MORIN
ANNETTE J. NICHOLSON
ROCCO D'ANGELO
I. H. FRASER
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PATENT & TRADE MARK AGENT
STANLEY E. JOHNSON, P. ENG

OTTAWA-CARLETON
RECEIVED
10
SEP 23 1987
CLERK'S DEPARTMENT

FILE NO: TERR002

September 18, 1987

Ms. Anne Therese MacEachern
Secretary, Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
KIP 5Z3

Dear Ms. MacEachern:

RE: Terrace Investments Limited
Official Plan Amendment Application "Riddell Village"

The writer appeared before the Planning Committee on behalf of Terrace Investments Limited as part of the Official Plan Review process.

As stated to this committee, our client confirms the position set out in the brief filed by Project Planning Canada Limited.

The committee is urged to make the following amendments to the Draft Official Plan which would be consistent with the amendment to the existing plan filed by our client:

1. Official Plan - Schedule A - Rural Policy Plan - should be changed to show our client's lands as "Urban Area" and not "General Rural Zone."

.../2

2. Official Plan - Schedule B - Urban Policy Area - should be changed to include our client's land in the area designated as "General Urban Area."

Would you be so kind as to inform the Planning Committee of these matters.

Yours very truly,

W. TERRANCE DENISON

WTD/bm

#120

735

Comments on the Draft Official Plan, Regional Municipality of Ottawa-Carleton

("Transmittal Report to Planning Committee", May 26, 1987, and
"Planning Department Recommendations to Planning Committee", May 1987)

A Brief Submitted to the Planning Committee,
Regional Municipality of Ottawa-Carleton
by

Barry Wellar, Ph.D., MCIP
Department of Geography, University of Ottawa

OTTAWA-CARLETON
RECEIVED
SEP 23 1987
PLANNING DEPARTMENT

Chairman and Members, Planning Committee:

In due course, the work of the Planning Committee, the Planning Department, and other participants in the current Official Plan review will be subjected to the further deliberations of two formal, decision-making bodies: Regional Council, and the Ontario Municipal Board.

Indeed, a third body, the courts, could become party to the review exercise. As you appreciate, this could occur if there are individuals, groups or corporations who perceive that their "rights" or "expectations" have been unfairly, unnecessarily or unreasonably abridged, abrogated or otherwise abused by either the substance of the proposed Official Plan, or the process employed to derive that product.

Having participated in the review on my own behalf, and voluntarily on behalf of hundred of area residents who are members of the Carlingwood Action Committee, I therefore have an abiding, vested concern in the exercise: that is, that as productive an outcome as possible be realized as a result of the present deliberations by Planning Committee, and future deliberations by Regional Council and the Ontario Municipal Board.

In particular, I am concerned that whatever is left in, added to, removed from, or revised in the Draft Official Plan (at the Regional Council and OMB stages) satisfies a particular and fundamental condition: that is, a planning principle is involved first, in expressing an Official Plan policy, goal, objective or interest, and, second, in making decisions about which policies, goals, objectives, or interests to include in or exclude from the Official Plan.

During the past four days of public submissions on the Draft Regional Official Plan, a number of presentations did contain explicit reference to planning principles. On the other hand, however, and perhaps due in some cases to my own inability to understand their arguments, there were many presentations for which I was unable to detect any reference whatsoever to a planning principle as an underlying feature of the petition or presentation.

It is my understanding, in the above regard, however, that the Ontario Municipal Board will place considerable if not overwhelming emphasis on the planning principle aspect when the Proposed Official Plan in advanced to the Board for approval.

If it is indeed the case that the Board will emphasize the planning principle aspect of materials and arguments, then it occurs that three requisites flow directly from these meetings:

1. The Planning Department should compile and document the set of planning principles actually and explicitly contained or referenced in the Draft and Proposed Official Plans;
2. The Planning Department should compile and document a cross-listing which relates the respective planning principles to the policies, goals, objectives and interests contained in both the Draft Official Plan and the Proposed Official Plan. This will allow everyone, but especially persons not entitled to participate further in the Regional debate, or who are unable to attend the proceedings, to be able to trace changes made (between the Draft and Proposed stages) on the basis of planning principles; and,
3. The materials prepared for 1 and 2 above should be made available at the earliest moment to all persons, groups and corporations concerned about the substance and process of the Official Plan review presently being conducted by the Regional Municipality of Ottawa-Carleton.

I suggest that a project of this nature is not only a necessary condition to be satisfied for the purposes of expediting effective and efficient deliberations through to the production of an approved Official Plan. Rather, it is also a necessary condition to be satisfied if present and future residents of the Region, as well local and non-local government officials, are to properly appreciate the planning intentions and implications of the new Official Plan over its philosophical and operational life.

If there are any questions about the preceding, or if elaborations are required, please feel most welcome to contact me at your convenience.

Thank you for your consideration.

Barry Wellar
Professor

BW/sl

BRIEF TO THE REGIONAL MUNICIPALITY OF OTTAWA CARLETON

DRAFT REGIONAL OFFICIAL PLAN

13 SEPT 87

The Queenswood Heights Community Association ,having studied the May 87 Draft Official Plan ,wishes to express it's support and commends the Regional council on it's decision to maintain these long range objectives and policies.

The Association also would like to put forward the following comments on various aspects of the Official Plan and would be pleased to answer any questions in regards to these comments.

OTTAWA-CARLETON
[illegible]
SEP 21 1987
PLANNING DEPARTMENT

David M Lewis
President
QHCA
411 Louis Riel Dr.
Orleans ,Ont.
830-3292

DRAFT REGIONAL OFFICIAL PLAN

GENERAL COMMENTS

Section 2:

2.1.6 The plan states that Sewage and Water services will be installed for a minimum population of 75,000. Since the projected population of the Orleans area is expected to be 90,000 + ,we believe that allowance be made for the increase in population and services of sufficient capacity be supplied.

2.1.7 As the present population already creates enough vehicular traffic to exceed the capacity of the Queensway during peak periods we feel that the completion of the transitway to Orleans Town Centre and the construction and upgrading of major roads be made first priority items.

Section 3:

3.1.3.2 Until such time as proper transportation and services
3.1.3.3 are provided it is doubtful that the EUC will reach it's
3.1.3.4 potential of employment opportunities.

3.2.3.1 The Place D'Orleans Shopping Centre should be designated a regional shopping centre since with an upcoming expansion it will be one in fact if not name.

3.3.3 The condition that Major Community Facilities be located in a central location could in some instances be physically impossible and in others greatly increase the construction costs.

3.4.3 Consideration be given to the complete seperation of bicycle and automobile routes since the present system of mixed traffic is extremely hazardous especially on over crowded roads.

Section :6

6.2.3 Council should give all encourement possible to private non-profit organisations to develop affordable housing.

Section 10:

10.1.2 As previously stated in 2.1.6 services should be provided to the EUC on a priority basis and have a capacity sufficient to support a population of 90,000 +.

Section 11:

11.2.2 The construction of the Innes/Walkly connection from Blackburn Hamlet Bypass to Walkly/Hunt Club road be moved from the Tier 2 to the Tier 1 list.
In addition the expansion of the 10th Line Road from Innes to St. Joseph Blvd. be included.

11.4.2 The Transitway extension to Orleans Town Centre be made a Top Priority item so that some of the Queensway congestion be relieved.

#122

OTTAWA-CARLETON
RECEIVED
SEP 23 1987
PLANNING DEPARTMENT

742

Sept 18/87
Box 65,
Stittsville,
Ont., K0A3G0

Mr. J. M. Wright
Planning Commissioner,

Dear Mr Wright.

I received a letter from you dated Aug 31/87 stating that written comments on the draft Regional Plan were requested by Sept 15/87. The envelope was stamped Sept 15/87 and I picked it up on Sept 16/87.

I did not intend to respond to the recent documentation as a citizen. My initial concerns regarding the 2km distance between estate lots and an urban area have been addressed to my satisfaction by assignment of responsibility to the municipalities for the number and location of Country lots (formerly estate lots).

As a member of the Goulbourn Council I have interpreted article (6 on Page B.2) in the Report to the Planning Committee by placing the emphasis on "if a General Rural area was close to an urban area and approval of Country lots in such an area would prevent future expansion of an urban area, such approval should not be granted. The example regarding Metcalf is a good one. However, some people have interpreted this differently. Perhaps a rule explaining this more clearly would be beneficial in the years ahead.

Sincerely,

W. P. McKinley

Consumers Gas

400 Coventry Road
Ottawa, Ontario K1K 2C7

1987 09 21

Regional Municipality of Ottawa-Carleton
J.M. Wright
Planning Commissioner
Planning Committee Coordinator
14th floor, 222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Sir:

Re: Draft Regional Official Plan Report

In reply to your circulation of June 1987, this is to advise Consumers Gas has no comment to make on this proposal.

Yours truly,

Carroll Paquette
Supervisor
Planning and Technical Services

CP:esh

24 1987
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September 28, 1987

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CLERK'S DEPARTMENT

Mr. G. Hunter, Chairman
Planning Committee
The Regional Municipality
of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Sir:

Re: Regional Plan Update

We are writing on behalf of the Ottawa-Carleton Home Builders' Association, an organization which represents the developer-builders of the region.

As was indicated during the course of our consultant's presentation on September 16th, a formal report would be submitted to the Region detailing the specific concerns of the Home Builders association. Attached please find an initial draft of the Stamm report. We fully expect a final report to be available by the end of the week,* but felt it was important to submit a preliminary draft to enable staff to commence its review and analysis. We do not believe that the preliminary draft will change appreciably between now and its final version.

We trust the submission of this report will enable staff to finalize its review for the consideration of the Committee commencing on October 6th. During the course of staff's review should further discussion with our consultant, Mr. Stamm, be deemed necessary, we have no problem with staff contacting him directly and satisfying themselves.

We truly appreciate the Region's continued interest in this regard.

Yours truly,

Minto Construction Limited

JMNoonan

J. Michael Noonan, M.C.I.P.

JMN:tm

cc: Mr. J. M. Wright (RMOC)
Mr. Chris Bradshaw (RMOC)

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SEP 29 1987
PLANNING DEPARTMENT

* Editors Note: Final draft was received before printing & is attached.

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Toronto, Ontario
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RESIDENTIAL LAND BRIEF

Ottawa-Carleton
Home Builders Association

September 1987
870901

G.M. STAMM, ECONOMIC RESEARCH ASSOCIATES

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RESIDENTIAL LAND BRIEF

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PART 1

INTRODUCTION, OBJECTIVES, AND MAJOR CONCLUSIONS

1.1 Introduction

This brief prepared for and endorsed by the Ottawa-Carleton Homebuilders Association is being presented in response to the Draft Official Plan of the Regional Municipality of Ottawa-Carleton, which the Regional Municipality has recently released. The Association welcomes the opportunity to participate further in the discussion process leading to a new Official Plan.

The Association wishes, at the outset, to state its basic agreement with respect to the value of a good planning process for ensuring better community residential living environments and more productive working environments for the present and future population.

1. The Homebuilders Association endorses the ongoing policy of developing major urban communities outside of the greenbelt in a manner which permits all citizens access to the benefits of full-service community living.

2. The Homebuilders Association is very much in favor of the policy of developing a regional transportation infrastructure which ties together personal vehicular and public transit systems for a stitching together of the region into a truly metropolitan community.

3. The Homebuilders Association is also very much in favor of the regionalization of the major water and sewer systems which ensures a better quality environment.

We recognize that the planning process is arduous and ongoing. It is our hope that the political direction given to the planning process is properly translated into a long-term program capable of implementation. Too often, the technical errors in planning decisions, and the cumbersome nature of the planning process itself have caused all participants involved in housing development: (i) municipal politicians and officials; (ii) land development companies, and (iii) housebuilding industry, to adopt shortsighted crisis management methods of land development rather than properly planned land development.

- In this brief we will deal with matters which are absolutely fundamental to the long-term health of the housing industry in the Ottawa-Carleton Region.
- We will ask for some major amendments to the Draft Official Plan to ensure a better housing future.

The Regional Official Plan, and all that flows from it, is the single most important influence on the Region's housing future.

Let us begin by stating our view with respect to housing goals.

1. The housing goals of the Regional Official Plan ought to be to make it possible for the public of this Region to acquire more housing, better housing, and housing in appropriate price ranges.
2. It ought to be a goal of the Official Plan that people have affordable choices as between different types of communities, from single family neighbourhoods to in the new communities outside of the greenbelt to higher density rental and condominium complexes closer into the city core.

The brief has been structured as follows: In Part 2 we will describe briefly the operations of the housing development land market. The Region, the area municipalities, the land development industry, and the housebuilding industry, are partners in ensuring an economically sound housing supply sector. The economic conditions that must be inherent in the Regional Official Plan to ensure a properly operating housing market will be identified.

Part 3 will outline some basic technical background. First, it will assess the level of past and current housing development activity as a lead-in to assessing the acceptability of the levels of residential activity implied by the projections of the Draft Offical Plan. Second, it will outline the current land position in the Region with respect the criteria as outlined in Part 2.

Part 4 will provide you with the concerns which we have with respect to the Draft Official Plan, and give you our recommendations for changes.

The rest of Part 1 will simply outline the highlights of the issues, provide a review of the emerging problems, and state our suggestions for corrective action.

1.2 The Issues and Background

1.2.1 Highlights of Past Activity

The housebuilding activity in this Region has resulted in 107,133 new homes being developed over the past 16 years.

- On average 6,696 new homes have been developed in this Region every year.
- During the early part of this period, until the imposition of rent controls, the pattern of building showed a predominance of apartment unit development. This responded to both the unregulated market conditions, and the demographic developments of those times.
- In the most recent 5 year period it is the single detached home which predominates, with about 50% of the market share. Most of the apartments being developed are condominium rather than rental stock.

The critical point is that the housing development of the past 16 years, during which the Region of Ottawa-Carleton has grown greatly, occurred against a market background which:

(a) did not unduly constrain the overall quantum of residential lands available to the market; and,

(b) did not concentrate the ownership of lands in the hands of only a handful of firms.

As the gymnastics of the international oil markets have shown in recent years the most effective method of ensuring low prices is to flood the market with added supplies. While land supplies have not always been in significant surplus, they have always remained above the critical thresholds, as will be defined in a subsequent section of this report, which induce major increases in prices through shortage.

The Association wishes to place on the record its view that over the longer term all of the active participants in the supply of housing are hurt by permitting the market to become less than competitive.

- o The Homebuilders do not find higher lot prices in their interest. The homebuilders earn their profits through the efficient construction and sale of homes. The prices of lots are a cost to the industry. Housebuilders purchase land from a land developer, and resell the lots to the home-buyer. Lots sold must also be replaced by more lots bought at higher prices. Higher lot prices leads to higher priced homes, and that has a detrimental effect on the Homebuilders as well as the public. The homebuilding industry is better served by being able to sell its products to the public at competitive prices, and enjoy the benefits of greater economies of scale through greater volumes of production at lower cost.

- o From the viewpoint of the Regional Municipality, it would clearly appear to be in the public interest that housing be made as affordable as possible within the constraint of good planning. The public interest would be served by ensuring a competitive market.

1.2.2 Summary of Concerns

As will be discussed in technical detail below the following is the summary of areas which the Draft Official Plan must address in order to ensure an effective and price competitive housing market for the future of the regional municipality:

1. The planning process as exercised over the past few years has put us perilously close to a major residential development land shortage in the short-term future.

2. The Draft Official Plan together with the inadequacy of capital works in land infrastructure threatens to maintain a severe under-supply over the intermediate and longer-term.

3. The goals as expressed by the Region are inadequately structured to maintain a competitive market supply.

4. The planning time horizon is far too short to adequately

anticipate growth.

5. The growth dimensions and projections are far too low.

6. The spatial configuration of the proposed land development, together with the supply constraint, will have the effect of drastically reducing competition in the land development industry making it possible for serious and unconscienable price increases to occur in the Ottawa-Carleton Regional market.

7. The approvals and amendment process is too cumbersome.

1.3 Recommendations: Some Changes to the Plan

In summary the Homebuilders Association would recommend the following:

1. The growth projections for the Region should be brought into line to reflect the actual growth which is taking place in the Region, a growth which has substantially exceeded the "high" growth rates which are found in the Draft Official Plan. The Plan is premised on a sharp reduction in population and household growth, and employment growth. The basis for these reductions is not clear, and the adoption of a plan incorporating such reductions is a very high social risk. Inevitably that would lead to major urban congestion and land supply inadequacies; with the certainty that land costs and housing prices would rise in the market place.

2. We request a review of the spatial configuration of growth. First, recognition should be given to the likelihood of continued depopulation of the Region's area inside the greenbelt, despite the fact of increasing numbers of housing units. In effect, the higher standard of living, and the demographics and the economic behaviour pattern continue to bring about smaller households and considerable depopulation inside the greenbelt. (Of itself that is not undesirable.) The likely demand for additional growth in the urban communities outside of the greenbelt is significantly higher than the Plan projects. In our view, two responses to this phenomenon are necessary.

- o First, the Planning Committee should seriously consider the addition of another urban community outside of the greenbelt, focussed on the Leitrim area.
- o Second, the amount of land associated with the existing urban communities outside of the greenbelt should be sharply increased, and should incorporate a 25 year planning horizon.

3. The timing of certain key infrastructure elements, particularly the major sewer services capital works should be accelerated in order to avoid the market land shortage in which the homebuilders currently find themselves. Two areas in particular must be addressed:

   - o Commitment must be made to an acceleration of the Green's Creek plant at this time.
   - o Construction of the Lynwood and West Rideau Collectors must be accelerated to allow for more rapid and extensive development in the Cities of Kanata and Nepean.

4. A crash program should be adopted to accelerate a) the subdivision approvals process, and b) zoning a 12 year planning horizon within the next two years, i.e., by 1989.

The net effect of undertaking to implement these proposals would be to ensure for the longer-term, a healthy and competitive land supply situation, with the assurance of competitive pricing in the years ahead. Implementation will also alleviate as rapidly as possible the problems which are now beginning to beset the residential land supply position in the short-term. Market prices are beginning to show signs of rising rapidly as the supply shortage moves the market into an "auction" mode. Effective competition does not exist on the seller's side, nor is this a rational land market.

1.4 A Note on Infrastructure Financing

An expected reaction to the proposals is "Where will the money come from?", "We don't want to raise taxes.". A shortage of financial capital cannot be cited as a reason for inaction, for three reasons.

1. Under the current methods of regional infrastructure financing, which involve lot levies, the revenues in fact come hand in hand with the land development process to pay for much of the infrastructure. Whether the lot levies are site specific or uniform, the fact is that the infrastructure financing is *piggy-backed* like a sales tax on the market price of the residential lots.

2. The addition of the assessment brings with it proportional increases in debt carrying capacity and significant annual revenue flows.

3. The house-buying public, under conditions of land shortage would pay far *more* through artificially higher residential land prices than any conceivable additional taxes which might have to be imposed to achieve the accelerated land supply program. Failure to maintain a higher land supply through public cost savings would truly be *false economy*.

PART 2

OPERATIONS OF THE RESIDENTIAL LAND MARKET: THE CRITICAL INFLUENCE OF THE PLANNING PROCESS AND INFRASTRUCTURE DEVELOPMENT

2.1 Introduction

The residential land market is a complex system of inter-related markets. There are two key sets of economic relationships.

1. The first set involves the competition for the "space/location" resource amongst alternative land uses: i.e., residential, industrial, commercial, transportation, and institutional land uses.

2. The second is the segmentation of the residential land market into the development phasing which takes place.

The allocation of the scarce land resource amongst alternative uses has generally been handled by the planning process, but within the framework of the market conditions for lands. Thus for example, land use conforms to designation and zoning, where designation and zoning comply with the overall thrust of economic circumstances. Where plans are at variance with land demand by type of use, the planning process utilizes the amendment procedure to bring it into line. The process of planning for future land use came from the determination that the market, left to itself, would not create an economically efficient long-term, land use pattern.

- Long-term planning proved to be successful in overcoming some of the the long-term economic difficulties brought about by short-term market swings.

The Homebuilders Association, for that reason, encourages the applicaation of a sound planning process. It is with respect to the second issue that better comprehension of the system is necessary.

- Unfortunately the implied viewpoint of the Region's planners with respect to the quantity and locations of land supply appears to disregard the operations of the market, and thus how the planning policies affect home price.

- Further, and also unfortuntely, the planning process has recently become a part of the de facto negotiation process between the development firms and the municipal officials, (in such matters as discussions on lot levies and other conditions of development), and shortages and price increases have been the result. Some municipalities justify the imposition of higher lot levies by pointing to the higher home prices; prices brought about by planning induced shortages. Recently the Ontario Minister of Municipal Affairs has spoken out against such practices. The municipalities objective ought to be to ensure that market competition lowers the price of housing.

The Homebuilders Association, noting the undesirable market outcome of inadequate planning, wishes to explain how the residential land market is affected by planning.

2.2 Understanding the Stages of the Residential Land Development Process

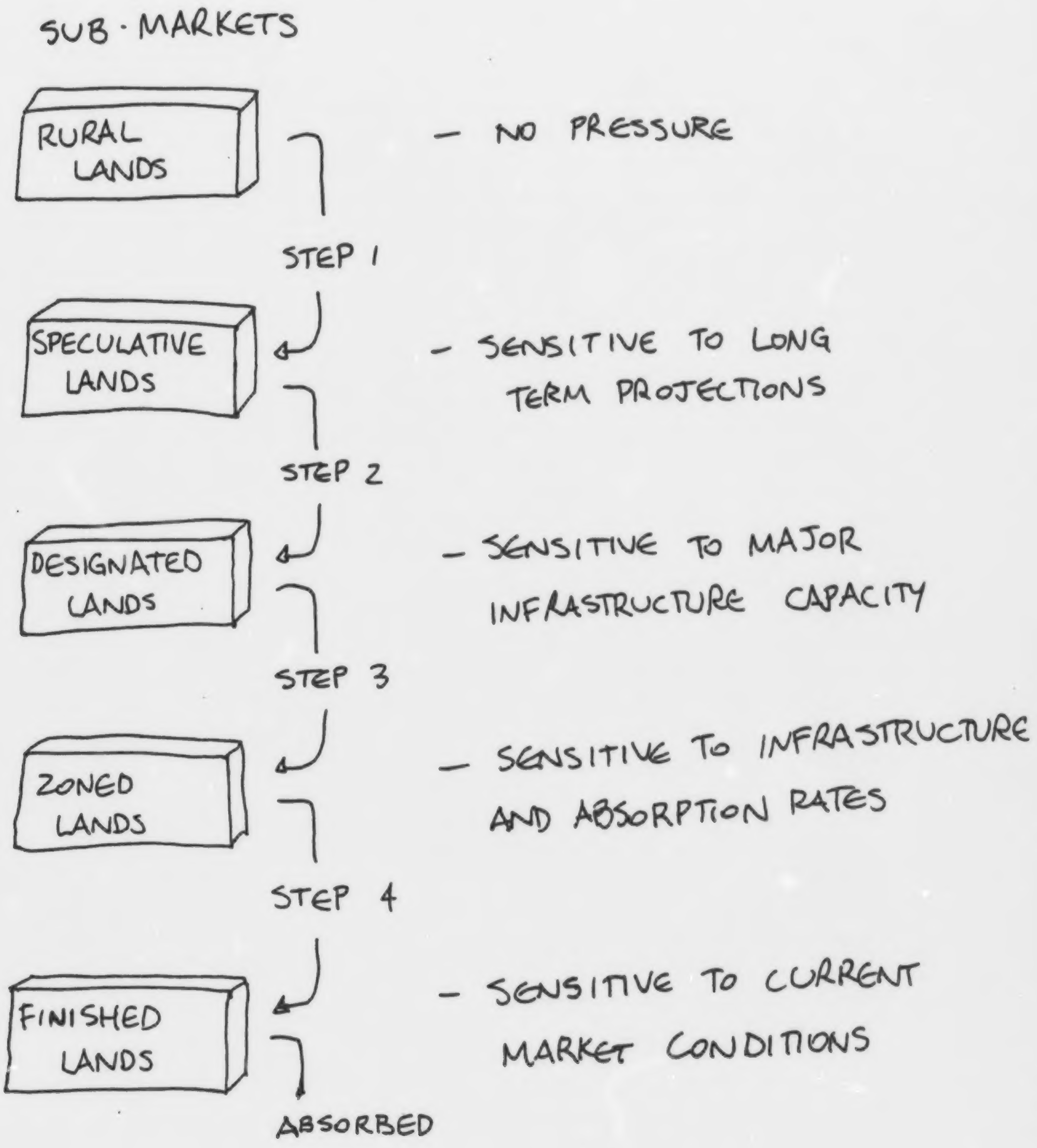
The process of bringing completed residential lands into productive residential use is quite parallel to a "manufacturing" process. The process is copmprised of four steps moving the "lands" through sequential categories. These categories, as depicted in Figure 2.1, are:

1. Rural Lands
2. Speculative Lands
3. Designated Lands
4. Zoned Lands
5. Finished Lands

For each of these categories of land there is a readily identifiable market.

For rural lands no discernable urban development pressure can be foreseen. It will continue to sell for rural land prices, dependent upon factors such as agricultural produce and lumber prices that determine rural land costs.

FIGURE 2.1 FLOW OF LAND DEVELOPMENT


SUB-MARKETS
RURAL LANDS
- NO PRESSURE
STEP 1
SPECULATIVE LANDS
- SENSITIVE TO LONG TERM PROJECTIONS
STEP 2
DESIGNATED LANDS
- SENSITIVE TO MAJOR INFRASTRUCTURE CAPACITY
STEP 3
ZONED LANDS
- SENSITIVE TO INFRASTRUCTURE AND ABSORPTION RATES
STEP 4
FINISHED LANDS
- SENSITIVE TO CURRENT MARKET CONDITIONS
ABSORBED

Land becomes speculative when a longer-term projection, perhaps 30 or 40 years forward, encourages someone familiar with the land development process to acquire control of the land, and slowly begin to shape a strategy to have that land developed in the long-term. Because of the unknown character of the long-term, the land prices tend to be quite low. Yet it is correct and true that at this stage private sector interests begin to invest substantial amounts in fees for lawyers, consultants, engineers, and others to examine the issues as to the development potential. Matters such as the availability of water and sewer servicing in the long-term, the expectations for future expressway links, are examined. There is an active industry which deals in this specialized process.

The designation stage brings the lands into a much lower "risk" category and is accompanied by the municipal recognition of the off-site service capacities, in transportation, water and sewer, transit, and other utilities, that the lands in question will, at some point, be hooked onto those infrastructure systems. Thus, for example, the Green's Creek Sewer Treatment Plant recognizes the demands that will be placed upon it by the undeveloped but designated lands. The designation stage brings with it the first predictable considerations of the overall nature of the land use, whether it be residential, industrial, or something else. The market for these kinds of lands is distinctly different from the market for speculative lands. The risk as to the eventual development is lower, but the processing costs tend to be sharply higher with respect to private sector cash flow funding. At this stage, the land development industry can be, and often is, more actively involved on a continuing basis in an attempt to accelerate the development timing of the lands.

The stage of zoned lands is similar to the designation, except that the land uses are more firmly defined, and the locations and timing of the associated infrastructure is more firmly committed. Once again, the effort to process the land requires an increased input of planning, engineering, and financial resources on the part of the development industry. (The collective private sector costs are much greater than those borne by the municipal sector.)

At the final stage the lands are a finished product and available for occupancy by a dwelling unit, or dwelling units. These lands can be defined as those which are serviced, are registered, or capable of registration on a more or less immediate basis.

- o The finished lands are the lands which are actually available for sale to homebuilders for a short-term building cycle.

(The inclusion of non-registered lots comes from the practice of not registering lots until the period of sale is a consequence of the matter payment of lot levies and other legal considerations).

- o The important point is that the residential land market segments itself into sub-markets related to each of these stages.

2.3 The Critical Nature of Market Timing: Impact on Price

It is the relative position of supply in relation to demand in each category which will determine the prices which will be charged, and the quantity of such land which will be sold during each time period in each category.

- o Ultimately, it is the cumulative process which affects the price of the finished residential lot, and that in turn determines the quantity of such lands which are sold to the homebuying public. Clearly the higher the price to the homebuilder, and through him the public, the lesser will be the quantity sold and the lesser will be overall build-up in the housing stock in the Ottawa-Carleton Region.

By itself, the reduction of sales levels in a single year are not critical. The cumulative effect of shortages over the period of a number of years is what will cause an essential disfunction, and higher prices in the Region. The normal economic cycles, and factors such as variability and rates of interest, will influence the "current market" to vary considerably with respect to price, responding to current deficits or current surpluses. There is ample evidence of that kind of price movement.

Over a protracted period, the inability of the home-buying public to put itself into a dwelling unit means that more households will likely remain tenant households rather than an owning household. That becomes, for a segment of the society in this Region, a long-term hardship of having less security and actually paying more for the same housing over the lifecycle of the hosuehold.

2.4 Shortages in Residential Land Supply

Shortages in residential land supplies can be brought about through essentially three mechanisms:

1. The inadequate provision infrastructure to connect residential lands to the urban and regional fabric will constrain residential land supplies through physical "disfunction". The infrastructure difficulty may involve water and sewer, road, transit, hydro, or other infrastructure in the network of the Region, and the difficulties may be located entirely away from the specific residential lands in questions. For example, an inadequate urban core related transportation infrastructure will bring about congestion which can severely curtail the residential application of lands which are fully serviced with conventional local services.

2. The implementation of a municipal development plan can constrain land availability through the development control process. This type of land shortage is, for the most part, related to the timing of when land comes onto the market rather than the overall quantum of land designated for a particular use. The inadequacy of the rate at which residential land is processed can and does lead to severe shortages at varying stages of the land development process.

3. If the quantum of approved residential lands are so very restricted, with respect to both amount and location, the impact through the economic system is to permit a limited number of companies to acquire and control the rate of land release and land development processing in the growth frontier of the community. It is common in smaller centres that one development company owns all, or almost all of the lands which are developable over a particular period of time. Even in major metropolitan markets the supply side can be dominated by a few firms who are then able to exercise "market power". The inevitable outcome is the over-pricing of land, and the under-production of land. The rate of land development then occurs below truly competitive levels, and the prices charged are truly in excess of competitive prices.

2.5 Standards of Supply

The observation of land market dynamics shows the following to be the competitive market balance requirement.

1. At least 3, and preferably 5 years of immediately available, finished lots, should be available, held in a diversity of ownerships and a diversity of locations.

2. At least a 10 year, and preferably a 12 year time horizon should be considered for determining the adequacy of zoned land, in addition to the currently available land. Once again, the zoned land which makes up part of the supply for this time horizon ought to be held in a diversity of location and amongst a variety of owners.

3. Designated lands should stretch the total of residential lands supplies to the time horizon of at a minimum 20 years, and preferably 25 years. Once again, the supply is cumulative.

The matter of speculative lands, which would stretch the horizon to 35 to 40 years is not of significance to the planning process, because that is "predesignation" activity and ought only to be considered when very long-term capacity issues with respect to infrastructure are considered.

The matter of legally designating, zoning, subdividing, or registering lands is of itself not sufficient.

- It is vital that the capital works program of the Region of Ottawa-Carleton reflect accurately realistic projections of population, households, employment levels, land uses and densities of land uses, and ultimately, housing units, and commit themselves to the necessary infrastructure to bring the lands to fruition as required by these market conditions. Designated lands without the capital commitment to the eventual sewer servicing and road work connection are not, in reality, a part of the effective designated land supply.

The market operates dynamically over time. It is imperative that over time the "throughput" of lands going through this staged preparation sequence occur in a manner which ensures competitive supplies, and therefore competitively low prices throughout the procedure. A restriction through the early stages will bring higher priced land at cost into the subsequent stages. Constraints in the latter stages will deliver excessive, non-competitive profits to the owners of zoned and finished lands at the expensive of the home-buying public. Thus the emphasis placed on the cumulative nature of the land supply.

2.6 Meeting Housing Objectives Through the Planning Process

It is against the above conditions that the adequacy of land supplies can be properly monitored. In order to ensure adequacies of supply, two matters are absolutely vital:

First it is very important that the growth projections for the intermediate and longer-term, with respect to:

- employment,
- population,
- households, and,
- residential land requirements

be soundly done, with a margin-of-error towards an "oversupply" rather than an "undersupply" of land.

- Thus, the Regional Official Plan ought to have at an absolute minimum a year 2011 time horizon with respect to land designations, and incorporate in those designations the most reasonable "high growth" expectations, and a most reasonable expectation with respect to future residential living densities.

The future residential living densities must include the likelihood of reduced densities in existing built-up areas, which will translate into very significant increases in residential land requirement even without population growth.

Second, with respect to the process of zoning and subdivision, the key variable is the effectiveness of the planning process leading to timely approvals. The failure to ensure an adequate short-term supply causes very rapid run-ups in the price per frontage foot of residential land. Expressed in constant dollars, residential lot prices can swing 30-40% within two years quite easily. This reflects in an increase in home development costs to the public of at least 10-15% on the value of the home.

- An adequate supply to meet "peaking" demands in the short-term will prevent this from happening. The most recent experience in the post-recessionary period saw most municipalities in Ontario completely unprepared for the high annual housing demand which came from "pent-up" demand stymied by the high interest rates of the early 1980s. Lot prices in the Toronto Region went up in some cases by 80% in constant dollars over a 3-year period.

With this basic outine of the operations of the short and long-term residential land markets an examination of the Region of Ottawa-Carleton situation was undertaken.

PART 3

A REVIEW OF THE HOUSING GROWTH DYNAMICS: BASIC BACKGROUND

3.1 Introduction

In evaluating the Draft Official Plan it is important to place it into the context of the the past pattern of housing development from which we are emerging. It is important to know:

(i) how much the Region has been growing, and,
(ii) the way in which the Region has been growing.

The Plan should recognize that there is a considerable momentum to the long-term growth which is based on the fundamental economic advantages of this Region. There is also a momentum with respect to the spatial distribution of growth, a momentum established over the past decade.

3.2 Overall Growth, 1971 to 1986

Over the period from 1971-1986 the population of the Region grew from 472,000 to 606,000, an increase of 28.4%. Along with that population growth came very profound changes to the household structure and the average household size. Households, which numbered 138,000 in 1971 grew to an estimated 232,964 in 1986, an increase 68.8%.

- The proportionate growth of households far exceeded the proportionate growth of population. In other words, the society began to support a much greater number of housing units to house the same population. This was made possible by the growth in the economy and the spending power of the public. Employment over this period grew from 214,000 to an estimated 328,500, or by 53.5%. Not only was a higher proportion of the public gainfully employed, but the income level per employee was very much higher. Despite all of the economic difficulties and problems over the past decade and a half, this society has made economic progress.

This showed up in a dramatic growth in the total quantum of urban land associated with life in this Region. In 1971 the Region consisted of 12,900 hectares of developed urban land; by 1986 this had risen to an estimated 18,450 hectares. This represents an increase of 43% in the quantity of land consumed. With a greater proportion of single family residences being constructed, the quantity likely to be consumed will rise at a higher rate, since the density of development will be lower.

3.3 Housing Growth: Scale and Pattern

Table 3.1 shows the annual housing activity level from 1971 to the end of 1986. There are a number of important observations.

1. In total 107,133 housing units were added to the housing stock over that period. This comprises 46% of the housing units in place today. If artificial planning constraints and the lack of infrastructure had prevented even 10% of these units from being built, then this Region would have major housing problem with respect to all types of housing. It is this type of impact that we are concerned with, and are therefore attempting to avoid.

2. The average rate of housing development has been 6,700 units per year over the entire 16 year period. Over the past 5 years it has been 7,000. The "inventory" level of designated and zoned residential land supply must relate itself to these levels of annual absorption.

3. With respect to the finished land supply, the "peaks" of activity are a better guide. Over the total period, the peak housing starts came very close to 12,000 units (1973). Over the more recent period the rate was over 8,300 (1983) units per year of construction activity.

4. The quantity of residential land needed for competitive market operations is also very sensitive to the types of housing units absorbed by the market. There has been a dramatic shift to the single detached home market, as shown in Figure 3.1. For the 1972 to 1976 (incl.) period the single detached starts averaged 1,205 units per year. For the next period they averaged 1,167. For the most recent five years the annual starts of single-detached homes rose sharply to average 3,327 units per

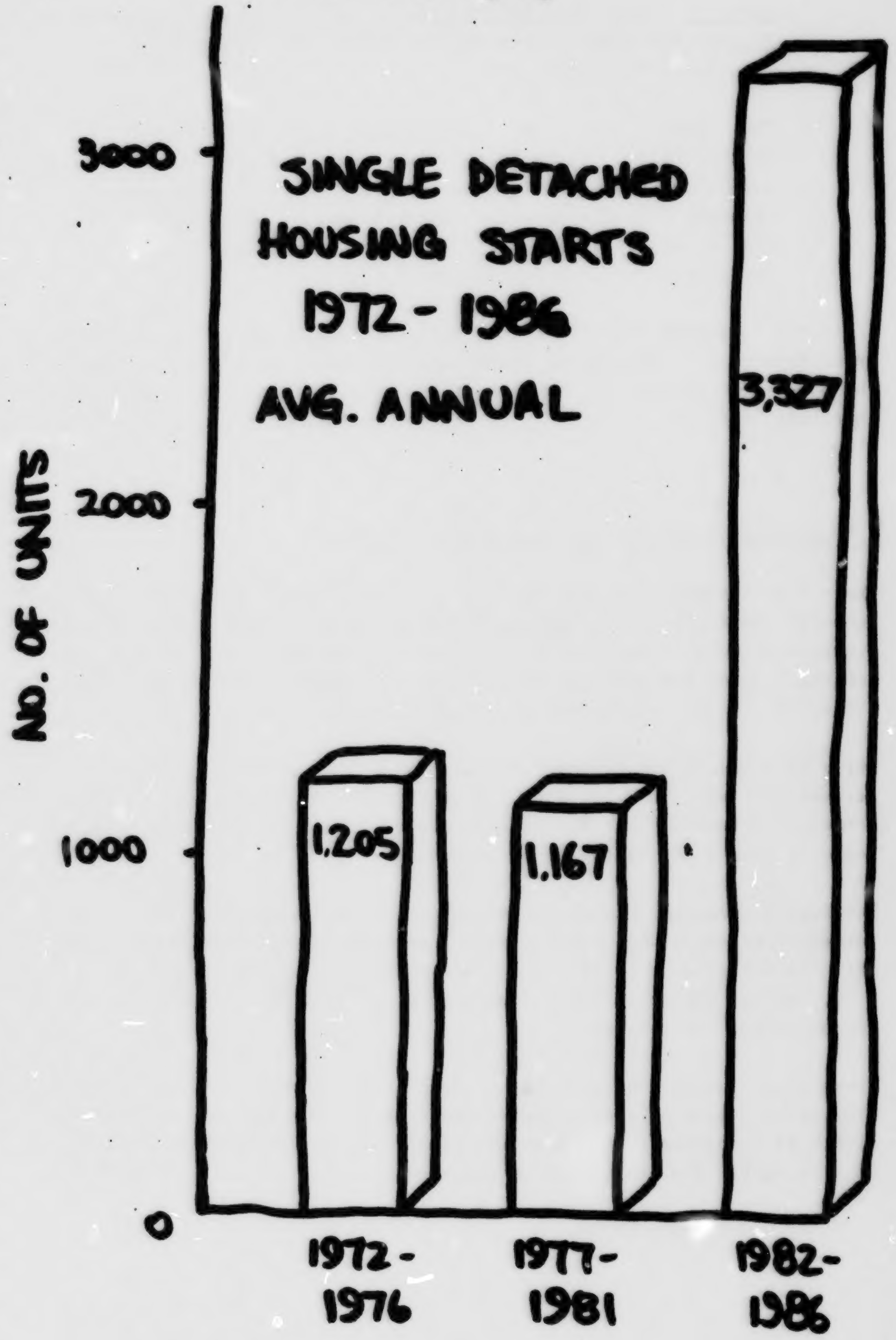
TABLE 3.1

TOTAL ANNUAL HOUSING STARTS, OTTAWA-CARLETON, 1971-1986

YEAR	TOTAL UNITS	SINGLE FAMILY	SEMI DET.	APTS	ROW
1971	8603	1613	364	5446	1180
1972	10808	1657	146	7666	1339
1973	11951	1491	319	8258	1883
1974	7357	784	552	5005	1016
1975	4122	996	601	1228	1297
1976	5081	1098	654	637	2692
1977	6965	1153	1144	2162	2506
1978	7013	1165	1242	1880	2726
1979	4342	1476	751	1120	995
1980	2218	606	251	466	895
1981	3711	1434	411	743	1123
1982	4908	1992	176	1763	977
1983	8332	4374	120	2117	1721
1984	8214	3861	186	2230	1937
1985	6975	3203	99	2299	1374
1986	6533	3206	118	2217	992
TOTAL	107,133	30,109	7,134	45,237	24,653

Source: C.M.H.C.

FIGURE 3.1 770



year; almost 280% of the level of the previous 10 years. The consequences for the amount of residential land required is profound.

5. The "peak" level of single-detached starts was 4,374 units (1983). It is to this level that the quantity of available finished single-detached lots should be related. It is essential that the supply level permit the absorption of units without significant price increases.

It is not suggested that the future will unfold exactly as the past five years have done. Because of demographic changes, with the maturing of the baby boom generation, things will change. It is, however, very important that such changes be carefully considered and included in the Plan.

3.4 Location of Growth: To Beyond the Greenbelt

There is a momentum to the spatial configuration of the growth which comes to the Region. The "growth frontier" is a function of the infrastructure pattern, the inventory holdings of the major land development companies, and the price pattern which has emerged. The level of land prices is a major determinant of growth location.

While the "inside the Greenbelt" area claimed 58% of the Region's growth between 1971 and 1976, this fell dramatically in the ensuing five year period. Orleans, Kanata, and Barrhaven accounted for 96.6% of the Region's growth during the 76-81 period.

The Region underwent an absolute rise in population of 59,000 persons between 1981 and 1986; the Orleans area captured 47.4% of this growth, while Kanata grew by 16.9%. The areas inside the Greenbelt grew by only 1.7%, while the south urban community grew by 6.8%. Rural expansion accounted for the remainder.

These growth areas followed the configuration of regional infrasructure provisions, such as roads, water and sewers. The historical nature of growth is important in projecting likely new growth areas and the Plan must recognize the inertia of development.

3.5 The Stock of Available Residential Land

Currently, as of December 1986, the land supply position is clear only with respect to the matter of "finished" land, i.e., registered and "draft approved" land. Figure 3.2 shows the distribution of these parcels of land in the Region.

1. Over the whole of Ottawa-Carleton the finished land would accommodate only 18,866 units of housing. However, the lands represent a completely different mix of housing types than the market is currently calling for. The "vacant/pending" lands, over and above the finished lands are tabulated at permitting a further 48,794 units. Disregarding the mismatch with respect to the types of units, the total supply of lands for 67,660 units is only 9.7 years supply using the development rate of the past 5 years.

2. The single detached residential lands inventory in all categories has a potential of 11,359 units, which is only a 3.4 year supply.

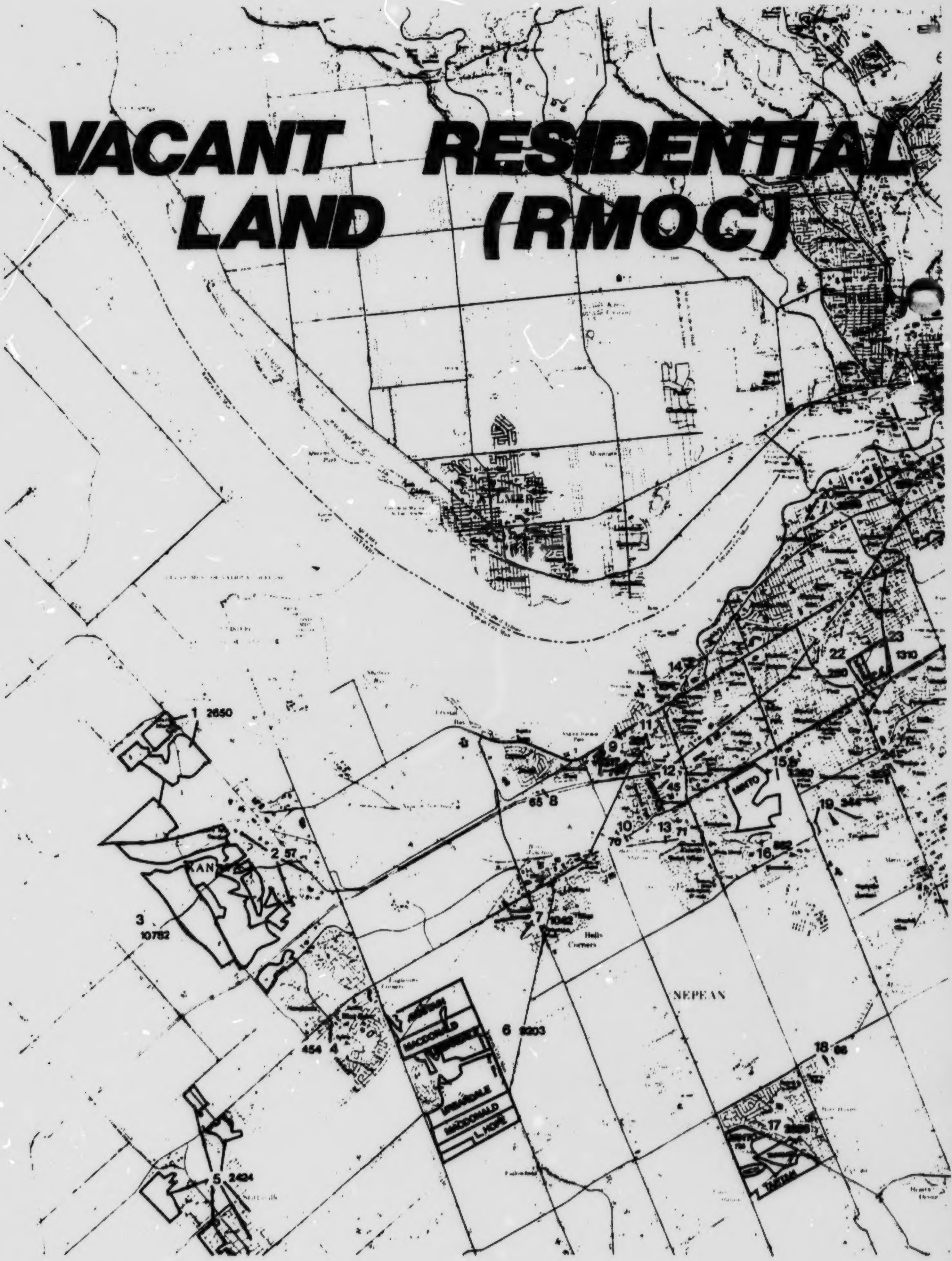
3. The finished lands for single-detached residential units would accommodate only 4,886 such units. This represents only 18 months of supply using the most recent five year average as a guide. Against the peak of 1983, the supply represents only 13 months supply.

An important conclusion can be arrived at from this rudimentary analysis.

- Quite aside from any consideration of location or ownership pattern, residential land supplies are in a critically inadequate state.

If the matter of ownership of lands is accounted for, the situation becomes even more critical. Of the total 67.660 units whose current status is either vacant/pending, draft approved, or registered, fully 34% is held by the three largest residential landowners in the Region, as at December 1986. In the short term, this creates a highly uncompetitive market situation, one that can lead to rapid price increases if competition is not significantly strengthened through the addition and release of further lands for development.

VACANT RESIDENTIAL LAND (RMOC)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22 280
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PART 4

A REVIEW OF THE DRAFT REGIONAL OFFICIAL PLAN, MAY 1987:
THE HOUSING RELATED ISSUES

4.1 Introduction

This part of the report examines the Draft Official Plan for the Region of Ottawa-Carleton, as made public in May of 1987 and comments upon some very serious concerns which the Homebuilders Association has. It provides the technical basis upon which conclusions have been made.

The review concentrates on examining how well the Plan achieves the two criteria set in Part 2, that is, (i) the soundness of the growth projections and (ii) the effectiveness of ensuring timely approvals.

This Part of the report is divided into six sections. The first section outlines the series of concerns which the Homebuilders Association has with the Draft Regional Plan, while the remaining five sections deal with each of these concerns in more detail.

4.2 Summary of Concerns

The following is the summary of areas which the Draft Official Plan must address in order to ensure an effective and price competitive housing market for the future of the regional municipality.

1. goals are inadequately structured to maintain a competitive market supply.
2. time horizon is far too short.
3. growth dimensions (projections) are far too low.
4. spatial configuration hands limited supply to very limited number of land development companies.
5. approvals and amendment process too cumbersome.

The effect of these deficiencies in the Draft Official Plan is to increase to a high degree the likelihood of land shortages at all stages of the residential land development process and increase the probability of unnecessary significant price increases.

4.3 With Respect to the Goals of the Draft Official Plan

A number of the goals expressed in the Plan are inadequate to maintain the proper functioning of the market. These will be enumerated as they appear in the Plan, along with the appropriate change, as recommended by the Homebuilders Association.

Part 1.2 Add an effective and competitive market structure to explicit Official Plan goals.

Part 6.1 Add a 25 year planning horizon for residential land designation.

Add a 12 year planning horizon for zoned land.

Add a 5 year planning horizon for registered, subdivided, and approved lands.

Add the objective of approved location choice to be responsive to the public through the market monitor.

Add the objective of ensuring a competitive land ownership pattern.

Part 6.2 Change the objective to maintain a five year supply of vacant residential land.

Of particular concern to the Homebuilders Association is the objective (Section 6.2.2 of the Plan) to maintain a two year supply of draft approved and registered subdivision residential lands. This is simply too short a time frame to ensure the adequate functioning of the residential land market, as set out in Part 2 of this report.

These goals reflect the overall policies of the Regional government, and should set the stage for subsequent, more detailed policies.

4.4 With Respect to the Growth Projections Used in the Plan

There are three aspects of growth projections that must be addressed. These are the employment growth projections, population growth projections, and number of housing units required.

Employment Growth

The employment growth reductions cited in the plan are unlikely given historical growth patterns in the region, and its increasing stature as both the national capital (with its attendant importance), and as an administrative and service centre for the eastern Ontario region.

The actual 1971 to 1981 growth in employment was 78,000 persons, while the projected 1981 to 1991 growth is only forecast at 73,000 persons. In other words, a smaller increase in employment is projected to occur on an increasing population and employment base. Furthermore, the projected 1991 to 2001 increase is for only 58,000 jobs, again a smaller increase on a proportionately larger base.

This decrease is based primarily on the assumption that federal public service sector jobs will not grow as rapidly as they have in the past (which is subject to judgement in itself), but ignores other aspects of the growth of the national capital. First of all, if public sector jobs are assumed to grow in proportion to the total qunatity of employment in the country as a whole, then public sector employment will increase more dramatically than is forecast.

Secondly, in other employment sectors in Ottawa, the likelihood of growth occurring is enhanced by the Region's increasing population and economic base. The Region has now reached a threshold level whereby it is increasingly becoming the location of firms that previously might have served it from Montreal, or perhaps Toronto. This would tend to increase the rate at which jobs are created in the Region, rather than decrease it over the longer term. Furthermore, as the Region diversifies economically, into an increasing proportion of manufacturing and service areas, along with government-oriented office and service employment, the prospects for employment growth are added to.

- Overall, it is highly unlikely, given Ottawa's increasing importance in a number of emerging sectors and its expand-population and employment base, that the Region will undergo proportionate decreases in employment growth.

Population Growth

Reductions are similarly unlikely in the level of population growth, particularly as they are to a large extent dependent on growth in employment. The population of the Regional Municipality of Ottawa-Carleton was 606,000 in 1986, up from 547,000 in 1981, while it is projected to reach 643,000 by 1991.

The actual 1981 to 1986 population growth was thus 59,000 persons, or 11,800 per year over that five year period. The projected 1986 to 1991 population growth is only forecast at 37,000 persons total, or 7,400 per year over the subsequent five year period.

- o Population increases between the 1981-1986 period and the 1986-1991 period are projected to decrease by 37%. This is a highly unlikely scenario.

Housing Units

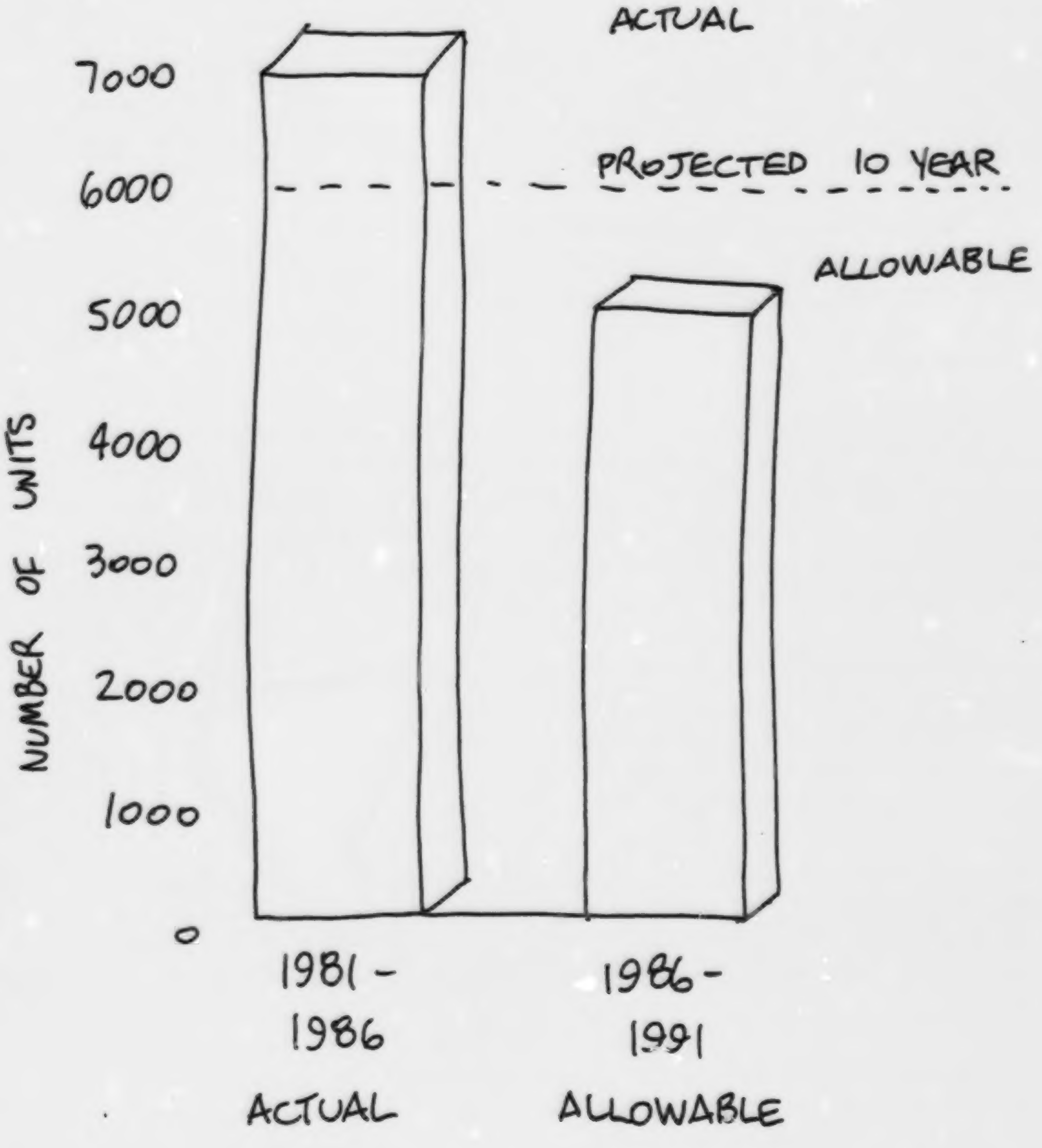
With respect to housing units, the Region has added an estimated 35,000 units over the previous five year period (1981 to 1986), representing approximately 7,000 units of all types constructed per year. The projected increase over the total ten year period 1981 to 1991 is 60,000 units, meaning that housing unit construction must necessarily fall to 25,000 over the remaining five year period.

- o These forecasts project a drastic reduction of almost 30% in housing starts over two subsequent five year periods, from 7,000 units per year over 1981-1986, to only 5,000 per year over 1986-1991. Figure 4.1 illustrates this reduction.

These forecasts of housing assume that the Region's forecasts of population and households are correct. They do not reflect historical trends as experienced by the Region, nor do they anticipate the likely level of future growth and development that will have to be accommodated by the Region.

If the Region's projection of population is wrong, and if the Region's projection of employment is wrong, and if the Region's projections of households is wrong then the consequences in the housing market will be quickly felt.

FIGURE 4.1 ACTUAL AND ALLOWABLE
HOUSING GROWTH 1981 – 1991



- The consequences of these dramatically understated basic growth dimensions are that the Plan creates severe land shortages as actual and projected growth will greatly exceed planned capacity. This will result in an intense housing crisis as the Region will be unprepared to meet the demands placed on the land and capital works resources.

4.5 With Respect to Location of Growth and Land Quantity

The Official Plan designations for the distribution of growth among the various areas of the Region contain some unrealistic assumptions. The first of these concerns the maintenance of the "inside the Greenbelt" population. It is unlikely that this population can be maintained, in the long term, at the levels specified in the Plan.

Despite the addition of units inside the Greenbelt, other influences will have an offsetting effect. The population here will likely drop after full development owing to the "empty-nesting" phenomenon. The number of households will remain constant, or even rise, but the average number of persons per household will fall, leading to an absolute decline in total population, as has occurred in other municipalities, notably Toronto. Furthermore, it is likely that some residential buildings inside the Greenbelt will be lost to competing uses as land use pressures exert an influence. This redistribution will have to be accommodated elsewhere in the Region.

In other areas, the dramatic drop in the Orleans growth rate is unrealistic. This area grew by 28,000 persons during the 1981 to 1986 period, and this is forecast to drop to only 12,000 from 1986 to 1991. Quite apart from the service aspects of growth in Orleans, the momentum developed for growth by the Orleans community is substantial. It is unlikely that growth will be slowed to this considerable extent, unless servicing constraints or outright prohibitions prevent it entirely. Furthermore, as at December 1986, there were 13,514 units in the vacant/pending, draft approved, and registered stages of the land development process in Orleans. Demand will exist for these units in the near future.

The overall urban density figure is also very high given the character of growth and the desire for a "balanced" community at full development. For example, at the projected year 2001 population of 725,000, and this is most probably an unreasonably low forecast, a total of 58,564 acres

(23,700 hectares) of developed land is forecast. This reveals a gross urban density of 12.38 persons per acre, which is high by standards of other Ontario cities. A range of 9.5 to 10.5 persons per gross urban acre should be a more likely target. This fact, coupled with the recent predominance of single family home construction, will lead to even gretaer pressures on the land resource.

Finally, with respect to the distribution of ownership of residential lands, the plan may lead to a concentration of available lands in the hands of a few developers, rather than in a more competitive arrangement. As of December 1986, 34% of all residential units (vacant/pending, draft approved, and registered), in the Region were held by the three largest homebuilders. In an artificially induced land shortage situation, this would be an unacceptable level of competition. As well, much of the housing areas cited in the December 1986 figures are already developing: for example, Minto's various lands in Orleans, and MacDonald and Costain's lands in the Bridlewood area of Kanata.

4.6 With Respect to the Approvals and Amendment Process

The approvals and amendment process must be speeded up to keep pace with the changing short term demand situation in the market. Restrictions in the flow of the market quickly lead to price increases at the level of sales. An overall monitoring mechanism must ensure that the supply of housing units is not unduly restricted by approvals and amendment bottlenecks.

4.7 Recommendations to Avoid Impending Land Crisis

All of the above factors point to the need for a re-evaluation of parts of the Draft Official Plan, as well as the adoption of immediate policies, if a land shortage crisis is to be avoided in the Region. Our recommendations are as follows:

1. Make a commitment to the acceleration of the Green's Creek plant at this time.

2. Accelerate the construction of the Lynwood and West Rideau Collectors to allow for more rapid and extensive development in the Cities of Nepean and Kanata.

3. Expand designated lands for all three urban communities: the West, South, and East Urban communities to a 25 year planning horizon.

4. Add a fourth urban community focussed on the Leitrim area.

5. Adopt a crash program to accelerate a) the subdivision approvals process, and b) zoning the 12 year planning horizon within the next two years, i.e., by 1989.

#125

National Capital Commission
Commission de la Capitale nationale

783

September 21, 1987

Mr. J.M. Wright
Planning Commissioner
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Wright;

Re: National Capital Commission Comments on the RMOC Draft Official Plan

With respect to the above document, please find attached the National Capital Commission's comments. Should you have any questions, please contact Mr. Reg McLemore at 239-5243.

Yours sincerely,

A.J. Schouten
Vice-President, Planning

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49.
PLANNING DEPARTMENT

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NATIONAL CAPITAL COMMISSION

COMMENTS ON THE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

DRAFT PLAN REVIEW

1. South Urban Community: The Region proposes to do a joint study of this next urban community with Nepean and Gloucester. Because of its interests in the Greenbelt and the importance of this exercise for the future of the NCR, the NCC should be involved. Issues of concern to the National Capital Commission include the preservation of agricultural lands and recreational corridors, road and service infrastructure, the impacts on the Rideau River Corridor, future airport expansion and noise cones, impact on the Greenbelt, and assurance of a separation between the South and West Urban Communities.

2. Central Area: The RMOC proposes a joint RMOC-Ottawa-NCC approach to planning for the central area. Given the National Capital Commission's interest in this sector of the National Capital, the Commission would be a willing participant in such an effort.

3. Scenic Routes: The document responds to the Federal Land Use Plan by designating scenic routes (Schedule F), and suggests that proposals be prepared relating to the siting and appearance of new development, the protection of views and features, aesthetic improvements and signage. This is an area for further co-ordination.

4. Greenbelt: The policy statements seem reasonable though they should be amended to read that the federal government will " consult" rather than "review jointly" with the RMOC any proposed land use changes in the Greenbelt. There is a major problem in the fact that Greenbelt lands are designated on Schedule A in a manner different from either FLUP or the Greenbelt Management Plan. If different or incompatible designations are accepted, then the stage is set for innumerable arguments and points of confrontation between the RMOC and the NCC in the future. More specifically:

- In those lands designated by the RMOC as "Natural Environment Area", such important lands as the portion of Stony Swamp to the north of Highway 7 and parts of Mer Bleue have been omitted.

- The area north of Blackburn Hamlet designated as Mineral Resource Area is subject to a first option to purchase by the National Capital Commission; should the NCC become the owner, this designation should be removed.

- That portion of the Southern Farm Sector to the east of the Rideau River shown as "Greenbelt Reserve" should be designated "Agricultural Resource Area". The designation of "Greenbelt Reserve" in section 3.5.3 is vague and is applied to areas having quite different functions, from forest sectors to mixed use sectors.

5. Employment Areas: There are some discrepancies between the Region's designated employment centres and those of the Federal Land Use Plan. Though they don't have to be identical (not all employment is federal), several existing and proposed federal centres are inappropriately designated. While it is recognized that the intent is to show areas of employment expansion, the proposed nodes at Rockcliffe and Uplands should be shown.

6. Transportation: Notwithstanding the fact that several transportation issues have been resolved over the past few years, several issues remain outstanding These include the following:

- Although the Region has recognized the concerns of the National Capital Commission regarding local dependance on the Parkway system by the deletion of most Federal Driveways and Parkways from Schedules C-1 & C-2, the Eastern Driveway and its proposed extension to Orleans remains. It is well known that the NCC will not agree to this extension.

- The Richmond Road extension through Stony Swamp as indicated on the RMOC maps is opposed by the National Capital Commission. The NCC is prepared to discuss options for providing additional capacity to Kanata.

- It is now proposed that the Hunt Club Road and the future Inner Ring Road join Highway 417 at a new intersection, to the south of the present Ridge Road Overpass. The Commission has a concern that this will result in excessive land take from the Greenbelt, and feels that there are other options.

- There is only one sentence in the Plan about the needs of pedestrians. Policies to the effect that the pedestrian environment is at least as important to the quality of the urban environment as the needs of automobiles should be incorporated into the Draft Plan. In this way, opportunities to widen rights-of-way, particularly in the core area, can be used to benefit pedestrians as well as drivers.

- The extension of Baseline Road to hook into Timm Drive will result in the loss of agricultural lands; alternatives should be examined.

- The Blackburn Hamlet Bypass as indicated on Schedule C1 constitutes a change; if there is any significant impact on the Greenbelt, such as increased land-take, it will have to be negotiated with the National Capital Commission.

- The Walkley/Blair/Innes connection shown in the Draft Plan is purely conjectural. No agreement has been reached with the National Capital Commission on the configuration of roads in this area.

- It should be RMOC policy that their bikeways whenever possible link with other bikeway systems in the Region.

National Capital Commission
Planning Branch
September 18, 1987

787

#126

Ottawa Federation of Housing Co-operatives, Inc.
Fédération des coopératives d'habitation d'Ottawa, inc.

830-2.

September 29, 1987

Ms. Ann-Therese MacEachern
Planning Committee Co-ordinator
Planning Department
Regional Municipality of Ottawa-Carleton
222 Queen St., 14th Floor
Ottawa, Ontario
K1P 5Z3

OTTAWA-CARLETON
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CLERK'S DEPARTMENT

Dear Ms. MacEachern

Re: Regional Official Plan

The Ottawa Federation of Housing Co-operatives would like to offer the following comments with respect to the Draft Regional Official Plan:

(1) The plan should recognize co-operative housing as an alternative form of housing tenure and the co-operative housing sector as another delivery agent for assisted housing. Specifically, we would ask that the phrase "and co-operative" be added after "private non-profit" and before "housing corporations" in Section 6.2.1.5 and 6.2.1.8 and where applicable in the introductory preamble to Section 6.2.3.

Moreover, we would appreciate an acknowledgement, in the preamble to Section 6.2.3. of the role played by co-operative housing in the provision of affordable housing within the Regional Municipality of Ottawa-Carleton. A statement along the following lines would be appropriate:

> "The Plan recognizes and supports the role played by co-operative housing as an alternative form of tenure for assisted housing projects, which encourages resident involvement in project management and community decision-making."

Finally, we would suggest, in passing, a minor correction to the factual information contained in the preamble to Section 6.2.3. The Federal government, through CMHC, also determines the amount of funding available for assisted housing, both indirectly through grants to the province and directly through the federal Co-operative Housing Program and the setting of maximum unit price guidelines for assisted housing projects.

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K1S 1V7
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2. Land availability is a major constraint in the production of assisted housing. Too frequently, sites in draft approved and registered plans of subdividions are being held by major development corporations with the intent to use them for condominium or for-profit rental. Moreover, land prices for multiple residential sites reflect potential condominium use, with prices ranging upwards of $15,000 per unit. Assisted housing projects, however, are constrained by CMHC-determined Maximum Unit Prices from spending more than approximately $10,000 to $12,000 per unit on land. As a consequence, very little land is actually available, and affordable, for assisted housing projects in the Ottawa-Carleton Region. While this situation is unlikely to be corrected solely within the context of the new Regional Official Plan, the addition of the following new clause would assist in providing a supply of suitable and affordable land for assisted housing, and reflects a recent provincial initiative in this regard.

6.2.2 (new)

> Council shall encourage the development and use of surplus Regional lands for assisted housing, wherever feasible and appropriate, and shall encourage area municipalities to adopt similar policies with respect to their surplus properties.

(3) Land is only one, albeit one of the most critical, of the development components for assisted housing in which actual costs have risen faster than government-imposed maximum unit price guidelines. Also problematic are increases in construction costs and the introduction of various local and regional levies and development charges. Unfortunately, maximum unit prices do not appear to take into full account all of the various municipally-imposed charges to which an assisted housing project can be subject. For example, an assisted housing project on a newly-severed lot in the City of Gloucester could be required to pay in excess of $4,000 per unit in municipal charges, and substantially more if parkland levies are still to be paid. By contrast, a new project on an older site in the City of Ottawa could pay as little as $375 per unit. Yet the maximum unit prices for both projects, as set by CMHC, remain the same. The addition of one or both of the following new clauses would help mobilize action on behalf of assisted housing projects in the Ottawa-Carleton Region.

6.2.3. (new)

Council shall make representations to federal and provincial governments, as appropriate, to encourage them to set realistic maximum unit price guidelines for assisted housing projects which take into account all factors contributing to the cost of such projects, including municipal development charges and levies.

6.2.3. (new)

Until such time as maximum unit price guidelines are revised to take fully into account municipal development charges and levies, Council shall consider, on a case-by-case basis, exempting assisted housing projects from Regional Development Charges where such charges would result in an otherwise viable project exceeding the maximum allowable project budget.

4. A further obstacle in the development of assisted housing is the process for obtaining rezoning and other planning approvals. Federal and provincial housing programs encourage, and even require, a relatively fast progression from initial project planning through to construction start. Such schedules usually fail to allow sufficient time for any rezoning process, particularly if the rezoning is appealed to the OMB. In short, it is not unknown for assisted housing projects to fail simply because of procedural delays, even though the proposed land use was generally acceptable.

We would suggest that action is required on a number of fronts in order to alleviate this problem. Firstly, area municipalities should be encourages to expedite their rezoning and planning processes for assisted housing projects. Secondly, federal and provincial governments should be asked to accommodate the rezoning process in their program delivery procedures. Finally, whenever possible, land which is already under public control (e.g. municipal or school board ownership) and which is suitable and likely to become available for assisted housing should be pre-zoned for multiple housing so as to avoid the added complications, risks and delays of the rezoning process in getting projects underway. The following new clause is suggested:

6.2.3. (new)

Council shall endeavour to facilitate the planning approval process for assisted housing projects by:

a) encouraging area municipalities to expedite the process of rezoning and other planning approval applications from groups developing assisted housing projects;

b) urging federal and provincial governments to take into account the rezoning process when developing assisted housing program guidelines; and

c) encouraging and supporting the pre-zoning of appropriate public lands for the development of municipal, private non-profit and co-operative housing projects.

Brochures descibing in more detail the co-operative housing alternative and the role of the Ottawa Federation of Housing Co-operatives are enclosed for your information. We would appreciate being kept informed about future progress of the new Regional Official Plan, including notices of any public meetings on this subject. Finally, we would ask to be consulted in any review and updating of the Regional Housing Statement referred to in Section 6.2.1 of the draft Official Plan.

Yours very truly,

Philip Brown, M.C.I.P.
Development Consultant

Encl.

cc: Chris Bradshaw, Community Relations Co-ordinator, RMOC
Chairman and Members of Regional Council

126-5

Cooperative Housing Federation of Toronto

299 Queen Street West
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Toronto, Ontario M5V 1Z9
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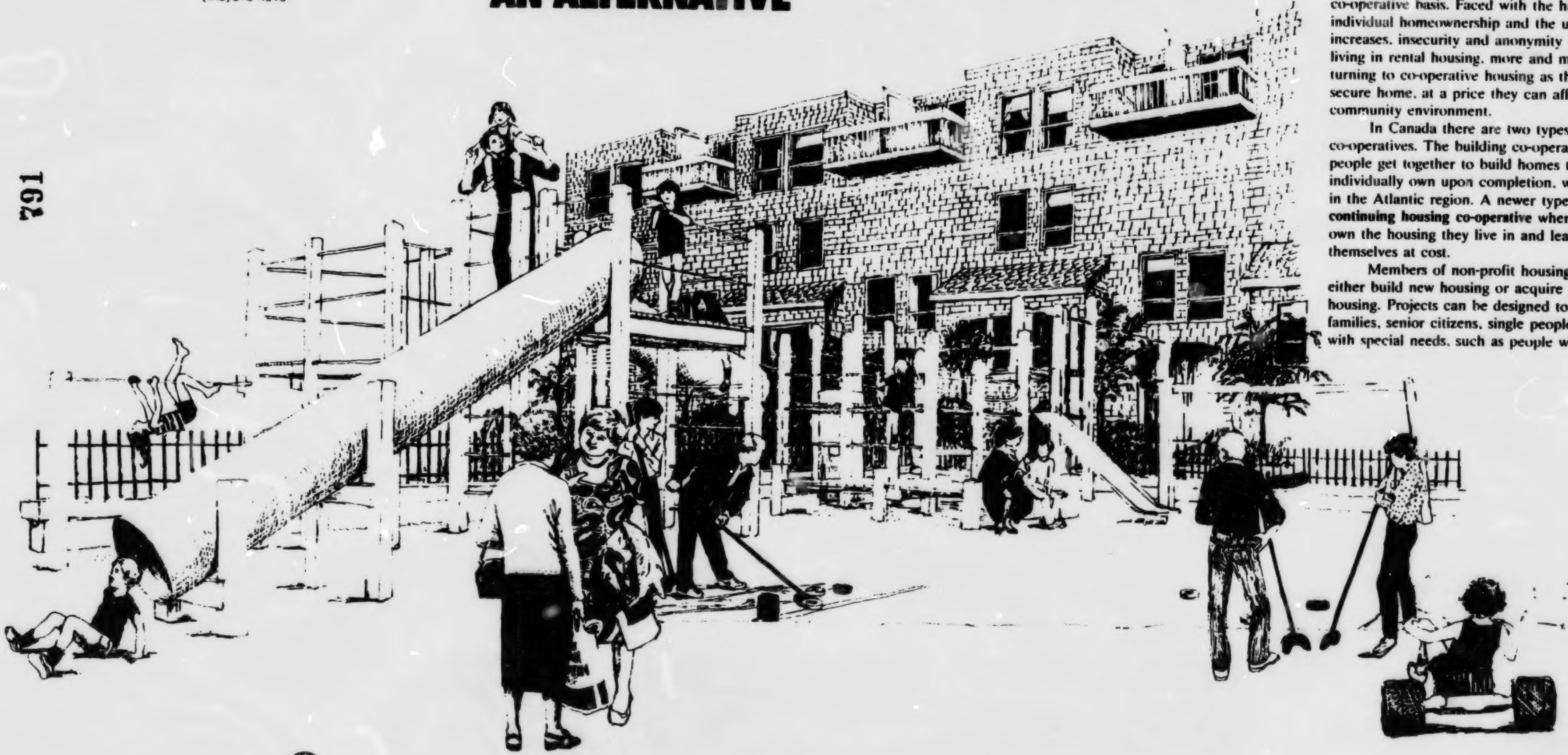
CO-OPERATIVE HOUSING

AN ALTERNATIVE



1. WHAT IS CO-OPERATIVE HOUSING?

Co-operative housing is a way for people to join together and provide housing for themselves on a co-operative basis. Faced with the high price of individual homeownership and the unpredictable rent increases, insecurity and anonymity that come with living in rental housing, more and more people are turning to co-operative housing as the way to obtain a secure home, at a price they can afford, in a community environment.

In Canada there are two types of housing co-operatives. The building co-operative, in which people get together to build homes that they will individually own upon completion, was made famous in the Atlantic region. A newer type is the **non-profit continuing housing co-operative** where members jointly own the housing they live in and lease the units to themselves at cost.

Members of non-profit housing co-operatives can either build new housing or acquire and repair existing housing. Projects can be designed to meet the needs of families, senior citizens, single people and members with special needs, such as people with disabilities.

2. HOW DOES A HOUSING CO-OPERATIVE WORK?

Housing co-operatives are independent, self-directing, incorporated associations. The people living in the co-operative units form the membership of the corporation. Each resident member has one vote in the affairs of the co-operative. Every year the members elect from among themselves a board of directors to manage the co-operative.

On moving into the co-op, people normally pay a small membership fee, a first and last month's housing charge and a maintenance guarantee. Some co-ops require a member loan or share purchase which is refundable at par value when the resident moves out.

The resident members make monthly payments to the co-operative that cover the cost of the mortgage, property taxes, reserves for future repairs, and all operating costs. Expenses such as heating and electricity are sometimes paid individually. Since the members themselves own the housing, there is no profit margin in the monthly charge.

Co-operatives depend for their successful operation on the active participation of their members. Participation often begins with planning and designing the co-op. It definitely includes attending and participating in decisions made at members' meetings, and taking a turn on the committees and board of directors that run the co-op. Problems have to be dealt with by people pitching in and helping rather than sitting back and complaining. The co-op will require the services and advice of professionals and usually will hire a manager but important decisions and final responsibility rest with the members.

3. WILL I EVER OWN MY OWN UNIT?

Members do not individually own the units they occupy.

Ownership in a continuing co-operative rests with the co-op corporation. However, you have the right to remain in the co-operative as long as you wish and only willful and serious breach of the co-op's occupancy by-laws or the rules agreed upon by the co-op's members is cause for termination of your right to occupancy.

4. WHAT HAPPENS IF I LEAVE THE CO-OPERATIVE?

Members may move out at any time, giving proper notice as set out in the co-op's occupancy by-law. Just as there is no purchase of the unit on moving in, there is no sale on moving out. Money paid as monthly payments is not refundable. Neither is there a possibility for capital gain, since members are not free to sell their interest in the co-operative at any time.

5. ISN'T LIVING IN A HOUSING CO-OPERATIVE THE SAME AS RENTING?

No. Living in a non-profit housing co-op has several advantages over renting from a landlord.

- Unlike rents the monthly housing charge in a co-op rises only with increases in operating and mortgage repayment costs. There are no profits or refinancing costs to be paid for. In most areas, over time the co-op housing charges will fall below the rents charged for private rental accommodation of the same quality.
- Co-op housing gives residents an equal voice in the decisions affecting their homes. There is no landlord.
- Co-op housing provides a unique opportunity for people to build a community and to share and assist each other in ways beyond meeting their housing needs.
- Democratic control guarantees that money budgeted for maintenance is spent on maintenance and not skimmed off for extra profit while the property deteriorates.

6. WHAT INCOME DO I NEED TO JOIN A HOUSING CO-OPERATIVE?

Other than demonstrating that you can afford the monthly charges, there are no income qualifications for any individual or family. Most non-profit co-ops attempt to maintain a broad social and economic mix, with a special concern for meeting the needs of low and moderate income households.

7. HOW IS A HOUSING CO-OPERATIVE FINANCED?

If you move into a co-op financed prior to January 1979, the co-op (with a few exceptions) will have received a 10% capital grant and a 50-year mortgage at 8% from Canada Mortgage and Housing Corporation (CMHC). Most of these co-ops received an additional 10% grant from the Province of Ontario, paid out in declining amounts over 15 years. These co-ops offer a percentage of their units to people of low income who receive rent supplements from the Province.

From 1979 to 1985, housing co-ops were financed under a federal program under which co-ops obtained mortgage loans from private lenders. Insured by CMHC, the loans covered 100% of the project capital cost. CMHC gives an operating grant to these co-ops to assist in repaying the mortgage. This grant is withdrawn gradually starting in the fourth year of operation. Federal grant money is also available to co-ops financed under this program for rent supplement assistance for low income households. Some co-ops under this program also benefit from a provincial rent supplement program that guarantees assistance on a geared-to-income basis for 25% of their member residents.

Beginning in 1986, co-ops can obtain CMHC insured mortgage loans and government financial assistance under either of a new federal program or a joint federal-provincial Co-operative Housing Program. Rent supplements are available to low income co-op members under both programs.

8. WHAT DO I HAVE TO DO TO JOIN A HOUSING CO-OPERATIVE?

Find out if there is a housing co-op in the area where you wish to live and contact that co-op. If the co-op is accepting applications, you will likely be invited to an information meeting. Here you'll find out more about the co-op and be given an application to fill out and return. Soon after this, a membership interview will be set up between you and one or two members of the co-op. Once your application has been approved by the co-op, you will be offered a unit when one becomes available.

If you wish to consider forming a group to develop your own housing co-op, or if you just want information about a group in your area, contact us, the Co-operative Housing Federation of Toronto.

If you live outside Metro Toronto, contact your local federation of housing co-ops, your local CMHC office or the Co-operative Housing Foundation of Canada (CHF) in Ottawa to see if there are housing co-ops in your area. (CHF's address is 56 Sparks Street, Suite 401, Ottawa, Ontario K1P 5A9.)

To learn more about OFHC

Our highly-skilled development and management staff have a strong, personal commitment to co-operative and non-profit housing. They would be happy to discuss your housing project plans with you.

Write to:

Ottawa Federation of Housing Co-operatives, Inc.
Fédération Des Coopératives
D'Habitation D'Ottawa, Inc.
200 Isabella Street, Suite 501
Ottawa, Ontario
K1S 1V7

794

Or call us at (613) 238-5141.

Ottawa Federation of Housing Co-operatives, Inc.
Fédération Des Coopératives D'Habitation D'Ottawa, Inc.
200 Isabella Street, Suite 501
Ottawa, Ontario
K1S 1V7

BUILDING COMMUNITIES TOGETHER

The Ottawa Federation of Housing Co-operatives

A Resource Group for Non-Profit and Co-operative Housing

126-3

126-7

Who We Are

The Ottawa Federation of Housing Co-operatives (OFHC) is a co-operative and non-profit housing developer, owned and controlled by housing co-ops in the Ottawa area. We provide development services for new non-profit and co-operative housing projects, as well as ongoing consultation for existing member co-ops—all on a non-profit basis.

As the only Resource Group in the region fully accredited by the Co-operative Housing Foundation of Canada (CHF), OFHC has exclusive access to a national network of development expertise. This places OFHC at the forefront of new developments in the non-profit housing sector, and our clients reap the benefits of this association.

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Responding to your Housing Needs

Our clients represent a broad cross-section of society, including families, singles and seniors, and they have the choice of being served in either English or French.

OFHC has co-ordinated the construction of many different types of buildings such as townhouses and stacked townhouses, garden homes, and apartments. In so doing, we have gained valuable experience in managing a wide range of construction contracts, including negotiated price contracts, construction management, and tender calls.

The Federation is known for its innovative style of acquiring property for its clients. An in-depth knowledge of the regional real estate market gives OFHC a distinct advantage in locating and securing desirable properties.

Our Services

OFHC offers a full range of housing and organization development services to help our clients complete the many steps involved in developing and maintaining a housing project. We will see your project through the planning, building and occupancy stages, and will continue to provide post-occupancy management assistance.

Housing Development Services

Your organization can expect advice and assistance in all aspects of project development, including:

- legal incorporation
- feasibility studies
- securing government approvals
- property acquisition
- project design
- project financing
- construction and quality control.

Organization Development Services

Directors and staff of co-op and non-profit projects also receive expert assistance in:

- designing a sound organizational structure
- developing effective management systems in such areas as:
    - financial planning
    - property maintenance
    - member/tenant recruitment and selection
    - hiring and training administrative and maintenance staff
    - office systems and procedures.

In addition, co-op members and directors receive advice and assistance in:

- developing co-operative management skills
- fostering volunteer participation
- building a co-operative community.

Our Fees

For its services as a Resource Group, the Federation charges a fee that is collected from government start-up funding and/or the project's mortgage. The fee for a full-service package falls within pre-set government guidelines and varies depending on the nature and size of the project.

Our Track Record

OFHC has successfully developed an extensive portfolio of co-operative and non-profit housing complexes in the Ottawa area. Since 1983 we have completed a number of ambitious housing developments with budgets ranging from $1.5 million to $5.8 million.

Some of these projects are:

- Fairlea Park Housing Co-op (60 units)
- Andy Andras Housing Co-op for Seniors (43 units)
- Abiwin Co-op (90 units in two phases)
- La coopérative d'habitation Lafontaine (70 units)
- Sandy Hill Housing Co-op (62 units)
- Yule Manor Co-operative Homes (96 units)
- Communityworks Non-Profit Housing—Presland Mews (22 units)
- Township of Osgoode Non-Profit Housing (16 units).

OFHC is particularly proud of its commitment to well-built, well-managed housing. Our projects continue to function effectively both as businesses and as communities long after initial occupancy.

#127

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NOTES FOR BRIEF
to
Executive Committee of Regional Council
on
DRAFT REVISED REGIONAL OFFICIAL PLAN
from
Highland Park Ratepayers' Association

Presenter: Pat Barnhouse, Vice President HPRA

Date: 15 September 1987

[This is an outline only of points covered. For more detail consult tape made by Region at time of the presentation.]

INTRODUCTION

Acknowledge quality and amount of work carried out by Regional Staff over the last two years in moving to the present Draft Plan from the original well-debated "Recommendations".

Point out wish to address four issues:

- two related to housing;
- two (closely related) concerned with transportation.

FIRST ISSUE

Article 6.2.3 Reducing cost of housing by

(a) smaller lots;
(b) greater flexibility in siting of houses;
(c) increased use or intensification of existing housing stock.

Main Problem: Puts in jeopardy existing single family homes covered by R1, R2, R3 zoning and especially older, larger homes in city proper.

Suggest: Housing mix of all types and densities throughout the area caters to all tastes and needs:

- it lessens the likelihood of "ghettos" both rich and poor;
- it creates a healthier social atmosphere;
- it levels out transportation needs.

...../2

SECOND ISSUE

Article 6.2.6 para 12 Zoning by-laws shall permit group homes in all areas where residential uses are permitted

Stated Aim: Transmittal Report implies that this will distribute group homes more evenly throughout the Region.

Problem: IT WILL NOT!

Group homes will continue to be set up in older areas with larger homes.

Suggest: Only by increasing the minimum allowable spacing distance between such homes (i.e. decreasing the density of such homes in an area) will they be forced into areas that now have few of these homes.

Note that generally smaller homes in the suburbs will hold less residents, thus increasing the number of homes needed. Obviously a balance has to be found.

THIRD & FOURTH ISSUES

Two Articles on Transportation should be considered together.

Article 11.2.2 para 5 Council should implement Tier I road improvements before other road improvements.

Note: Scott Street Extension is shown on Schedule C as a Tier I road improvement.

Article 11.4.2 para 16 The Transitway that Council proposes to develop is shown on Schedule E.

Note: Report indicates that the so-called Byron Route, with its connection from Scott Street is "confirmed".

Serious Concern: Highland Park PROTESTS both the double jeopardy of the Scott Street extension and the transitway link in a swath from Scott Street to Richmond Road and the complete lack of necessity of running the Transitway along Byron Avenue.

Suggest: Transitway link along Byron Avenue is TOO EXPENSIVE.

NCC can be convinced to allow continued use of the Parkway.

One suggested negotiation point with the NCC could be a quid pro quo that trades the removal of buses from the Wellington Street Ceremonial Route in front of Parliament Hill for continued use of the Parkway.

......./3

CONCLUDING REMARKS

All levels of government, Federal (NCC), Provincial, Regional and Municipal, not forgetting the residents, share the Ottawa area. All should work together to produce a better Ottawa that reflects both its status as the Capital of Canada and its home for 500,000 residents.

THERE IS NO PLACE FOR AUTOCRATIC DECISIONS BY ONE LEVEL OF AUTHORITY THAT COULD JEOPARDIZE THE BALANCE!

(P.D.C. Barnhouse)
535 Kenwood Avenue
Ottawa, Ontario.
Vice President - HPRA.

79B

MAREY GREGORY - SPOKEN COMMENTS AT PUBLIC MEETING

C. RICHARD HUDSON - SPOKEN COMMENTS AT PUBLIC MEETING

800

MARIA NEILL & MAY NICKSON (COUNCIL OF WOMEN OF OTTAWA & AREA) —
SPOKEN COMMENTS AT PUBLIC MEETING

DAPHNE WREATHEM (J.L. RICHARDS & ASSOCIATES – FOR CENTRAL CANADA
EXHIBITION ASSOCIATION) – AT PUBLIC MEETING

MS. L. WESTELL - SPOKEN COMMENTS AT PUBLIC MEETING

AMY BROWELL (VANIER PARKWAY EXTENSION COMMITTEE) – SPOKEN COMMENTS
AT PUBLIC MEETING

804

3/154

The Corporation of the
TOWNSHIP OF
WEST CARLETON

MUNICIPAL OFFICES
P.O. BOX 410, CARP, ONTARIO K0A 1L0
TELEPHONE:
(1-613) 839-5644
1-800-267-6234
Toll free within exchange 613

September 3, 1987.

Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

22

Attention: Nick Tunnacliffe

Dear Mr. Tunnacliffe:

RE: Draft Regional Official Plan

I now enclose this municipality's response to the above document.

Yours truly,

Grant

Sylvia Grant,
Planning Administrator.

SG/tm
encl.

124-2

TOWNSHIP OF WEST CARLETON
RESPONSE TO DRAFT OFFICIAL PLAN
FOR THE OTTAWA-CARLETON PLANNING AREA

INTRODUCTION

Regional Planning Staff has now completed its review of the Regional Official Plan and prepared a Draft Official Plan which has been circulated for comment. Extensive consultations were held with local municipalities during the review process as a result of which many differences of opinion were resolved. This municipality is supportive of the format and much of the content of the new Official Plan. This Report will, however, identify those matters with which we do not agree.

COMMENTS

PART 1 INTERPRETATION

1.6.1. INTERPRETATION

The inclusion of the whole of the text as part of the plan requires a very detailed analysis of the entire text by local municipalities. Such a detailed review has not been possible due to time constraints and we are concerned that there may be contradictions between the fine print and the conclusions (heavy print). As an example, due to the fact that we have just adopted an Official Plan Amendment setting out policies for Group Homes, we reviewed the policies contained in 6.2.6. in detail. The fine print permits a local municipality to regulate the separation distance between Group Homes and the location of certain types of Group Homes. Our new policies would conform to this. However, the heavy print states that "Zoning by-laws shall permit Group Homes in all areas where residential uses are permitted." This is a mandatory statement and if it takes precedence over the statements in the fine print our new policies would not conform. We have not had an opportunity to study the proposed Official Plan in sufficient detail to identify any other areas where such seeming contradictions may arise but wish to reserve the right to do so and submit further comments at a later date.

PART 4 POLICIES FOR DEVELOPMENT IN THE RURAL AREA

4.2 3rd paragraph

It had been anticipated that a decision would be made by Regional Council earlier this year concerning servicing the Village of Carp. In the event that Regional Council agrees to provide services, it does not now appear that policies regarding this village will be formulated in time for inclusion in the Official Plan. It has been agreed that no amendment to the present Regional Official Plan is required to permit servicing of this Village. The municipality would like assurance that provision of services will not be further delayed by the necessity of an amendment to the new plan, should this be adopted by Council prior to conclusion of the Environmental Assessment Review or other unforeseen matters which may arise.

Recommendation

That reference be made in the Official Plan with regard to the present status of servicing the Village of Carp and this Village be exempted from any requirement for amendment to the Regional Official Plan.

4.2.1. Item 4 of Summary

Severances on Regional Roads

The municipality appreciates the reasoning behind this policy. It is felt, however, that the proposed wording is such that it would be difficult for either a landowner or the Land Division Committee to interpret it, i.e., one severance may be said to have the potential to start a new area of strip development. While we agree that it is important to maintain flexibility, it would be of assistance if the Transportation Department could set out guidelines as to what may be permitted.

Recommendation:

That Section 4.2.1. contain guidelines for severances on Regional Roads.

4.2.3. General Rural Area

This municipality is extremely concerned with regard to the type of Non-residential development which is envisaged by the Plan. It will be recalled that similar industrial uses were proposed by the present plan and following extensive discussion, Regional Council agreed that this was a matter to be decided by the Council of the local municipalities. This was reflected in Amendment #16 to the Regional Official Plan. Since that time a number of small industries have located in West Carleton which have had no adverse affect on the Rural Environment. In view of the size of this municipality and the tremendous road network which must be maintained, much of which serves the Agricultural areas, some commercial/industrial assessment is vital. This municipality will not agree to limit non-residential development in the General Rural Area to the uses set out in Item 13 of Section 4.2.3. The arguments used by this municipality in 1980 with regard to Industry in the Rural areas still apply.

Recommendation:

That Section 4.2.3. be amended to grant local municipalities the same powers as they now have.

4.2.5. Multiple Unit Development

The text appears to restrict the type of multiple unit development to mobile home parks or Senior Citizen Housing. 4.2.5.19 however permits multiple unit development subject to the local Official Plan containing appropriate policies to permit them. Part 10.1.2.7 however requires an amendment to Schedule

"H". At the present time Region's policy with regard to Multiple Unit Development in the Rural area is extremely confusing and we feel that it is important that the proposed Official Plan sets out Regional Council's views on this clearly to avoid any misunderstanding in the future.

Recommendation:

That Section 4.2.5.19 and 10.1.2.7. be brought into conformity and the type of Multiple Unit Development envisaged be clarified.

PART 5 - RESOURCE AREA POLICIES

5.2. Mineral Resource

This municipality is aware of the fact that Amendment #31 was approved comparatively recently, and that, due to the costs to the taxpayers, Council did not lodge an appeal against this amendment. Council feels, however, that by designation of over 1,500 acres of land when combined with close to 2,000 acres at present under license, West Carleton is being asked to "freeze" more than its share of land to contribute towards the future needs of the Region. It must be borne in mind that the requirement for a buffer zone around these areas, whether licensed or designated causes hardship to the adjacent landowners

This municipality is also concerned by the lack of commitment in the Official Plan to rehabilitation of worked out pits and quarries. Such sites are a blight in the rural areas if left and this municipality offers every co-operation to an operator who is willing to restore the site for a useful purpose. It is recognized that these sites may not be in a preferred location for the proposed use and seldom meet desired site criteria when rehabilitation commences. However, if the proposed rehabilitation scheme is feasible, the municipality feels it should be encouraged. As Regional Council is committed to extraction taking place in the Rural area to serve Urban development, it should also commit itself to co-operating in the restoration of the landscape when extraction is finished.

Recommendation:

It is recommended that when reviewing the rural development policies in 5 years, Regional Council also agrees to review the lands designated Mineral Resource and to commit itself to co-operating with local municipalities in the rehabilitation of worked out sites. Such areas severely mar the natural landscape of the rural area and every attempt should be made to ensure their rehabilitation.

PART 6 - HOUSING

6.2.6. - Special Needs Housing

See comments regarding Part 1.
This municipality ensured that ample background information was made available to Council prior to formulation of Policies covering Group Homes. A Committee of local residents spent many hours in research and consultation with participating agencies before bringing forth the recommendations which formed the basis for Amendment #33 to the West Carleton Official Plan. We wish to ensure that there will be no question as to conformity with regard to both the Official Plan Policies or the implementing zoning by-law.

Recommendation:

That summary item #12 be amended to reflect the fact that local municipalities may regulate separation distances between Group Homes and the location of certain types of Group Homes.

PART 7 - ENVIRONMENTAL CONSTRAINTS

7.2.1. Policies for Flood Plains

The municipality will shortly be commencing a study of all lands in or adjacent to the Ottawa River Flood Plain, including the Village of Constance Bay. The Mississippi Valley Conservation Authority recognizes that certain special policies may be required due to the density and amount of development on the Ottawa River generally in West Carleton and particularly in Constance Bay.

The Township's Planning Consultant will be working closely with the Mississippi Valley Conservation Authority and Ministry of Natural Resources in developing appropriate land use policies and it is hoped that the Region will also co-operate so that policies will evolve which will be acceptable to the greatest number of people.

While it is not yet known what the result of the study will be, we would like assurance that in the event the proposed policies (having been prepared in conjunction with the relevant Provincial agencies) do not strictly follow the Policies set out in the Official Plan, these policies will be approved without the requirement for a Regional Official Plan Amendment.

Recommendation:

That Section 7.2.1. be amended to include reference to the study being undertaken by the Township of West Carleton with a view to establishing land use policies for the developed waterfront and, in particular, the Village of Constance Bay. These policies may result in zone restrictions for specific areas in which case site specific zoning amendments will not be required. e.g., if flood proofing requirements are set out clearly in the Zoning By-law there will be no need for further amendment.

PART 8 - RIVER CORRIDORS

8.3.4. RECREATION AREA

Although River Corridor policies were not considered as part of the Official Plan Review, due to the recent approval of Amendment #20, certain policies were formulated in 1978 and are now causing hardship to landowners due to a change in policy of Regional Council. In particular the areas designated Recreation Area by a symbol on Schedule "A". The uses on these lands are severely restricted as the intent was to maintain the status quo until the areas were acquired by the Regional Municipality. It appears that Regional Council does not now wish to acquire the sites. If this is so, Parts 8.3.4 and 8.7. are extremely misleading, particularly as the uses permitted are in conflict with the municipality's Comprehensive Zoning By-law which was approved by the Ontario Municipal Board in 1983.

Recommendation:

That Regional Council reconsider the policies contained in Part 8.3.4. and 8.7. and either confirm its commitment to acquire the sites in question or permit these lands to be dealt with in accordance with the policies covering the River Corridor generally.

PART 10 - ENVIRONMENTAL PROTECTION

10.1.6. - See Item 2 above

10.1.7. - See Item 5 above

PART 11 - TRANSPORTATION

11.2.8.

Section 40 of the Planning Act, 1983 requires flexibility on the part of a local municipality. The wording of this part could be interpreted as requiring site plan approval applications for any addition which equals or exceeds 10 square metres.

Recommendation:

That the reference to the size of the proposed addition be deleted and the wording of the Planning Act be inserted, i.e., "which substantially increases the size or useability of a structure or building..."

General

The Township of West Carleton has carried out extensive studies resulting in amendments to its Land Use Map affecting Agricultural lands, organic soils and the Flood Plains of the Carp and Mississippi Rivers and Constance and Cody Creeks. We request assurance that in reviewing any development proposal, Regional staff will have reference to the local Land Use Map as well as the Schedules forming part of the Regional Official Plan and in the event there are differences in designations, will confer with the local municipality prior to making comment.

CONCLUSION

The municipality considers the proposed Official Plan to be an improvement on the present document and - excepting the comments set out in this Report - supports the goals and objectives and the policies by which Regional Council hopes to achieve them. We would state, however that in the event Part 1.6.1. remains as written, then it will be necessary for the municipality to scrutinize the document more closely.

Dated this 3rd day of September, 1987.

Respectfully submitted,
Grant
Sylvia Grant,
Planning Administrator.

SG/tm

#135

813

P.O. Box 84
Stittsville, Ont.
K0A 3G0

September 2, 1987

Planning Committee Co-ordinator
14th Floor, 222 Queen Street
Ottawa, Ontario
K1P 5Z3

SEP 4 1987
M

Dear Sir:

I have reviewed the draft regional official plan and strongly object to two areas which adversely affect my property--the west half of Lot 24, Con. 9, Township of Goulbourn.

1. My property has been changed to Agricultural Resource from Marginal Resource.

I have owned this property for 23 years and at first attempted to cultivate the fields which had been neglected for many years, only to discover that it was impossible to work the land due to the stony condition and the low productivity. No land has been cultivated for the past 15 years.

We have managed to keep a few beef cattle as a hobby by renting additional land and purchasing a large part of our feed, thus keeping the land from becoming completely overrun with weeds. This hobby is becoming too expensive and we will shortly be disposing of the last of our livestock.

The rear fifty acres of this land, facing Flewellyn Road, is treed to a large extent with cedar and juniper taking over in the open spaces. Hay is taken off approximately 30 acres--hardly a viable farming operation.

In reviewing other portions of the official plan, it appears ironic that this small portion of marginal land should be changed to agricultural resource when most of the major development is proposed for class 1-3 farm land. I am of course referring to south of Barrhaven, large portions of the City of Kanata and Cumberland Township and the fact that Terry Fox has been designed as a by-pass, circling a block of class 1-3 farmland in order to accommodate a large developer.

There is clearly a discriminatory policy when all development is directed to three communities where the land is almost entirely owned by Ontario's largest developers.

2. Amendment 54 of the Township of Goulbourn has not been addressed in the draft regional plan.

On January 5th, 1987, Goulbourn Township Council unanimously gave first and second reading to By-law No. 2-87, being amendment No. 54 to the Goulbourn Official Plan. I don't think there could have been a clearer indication that council plans to extend the village boundary to the south and I see no logical reason why this was not included in the draft plan without the necessity of applying for an Official Plan amendment shortly after the plan is adopted.

An engineering report was presented with this application, showing an area which could be serviced by works which are already in the ground without need for additional pumping stations as everything is gravity flow with storm drainage to the Faulkner drain.

I am aware of the argument re sewer treatment capacity--
I am also aware that the same pumping and treatment facility is required for the lands north of Hopes Road which were passed without dissent from your department.

While the Village of Stittsville has been declared an urban area and the population allocation lifted, the boundary restrictions and number of lots means an end result of a change in terminology with no net gain for the village.

I sincerely hope you will take a look at the discriminatory policies which are now so evident in the draft official plan adversely affecting my property.

Yours very truly,

Howard A. Maguire

Howard A. Maguire

cc: Mayor Anton Wytenburg

SCOTT & AYLEN

Barristers & Solicitors
John G. Aylen, Q.C.
Laird J. Rasmussen
J. Guy Potvin
Peter B. Annis
James I. Minnes
Terrance J. McManus
Pierre R. Lavigne
Peter K. Doody
Kevin P. Nearing
Laurie E. Joe

David W. Scott, Q.C.
Peter C.P. Thompson, Q.C.
Bryan A. Carroll
George D. Hunter
J. Bruce Carr-Harris
Marc Jolicoeur
David A. Aylen
Carole J. Brown
Walter V. Di Cesare

Cuthbert Scott, Q.C. *(Retired)*

Patent & Trade Mark Agents
Anthony J. Graham
Edward B. O'Connor
Margaret D. Stevenson
L. Brooke Keneford
Joan M. Van Zant
John F. Griffiths
John D. Tamas

815

#136

830-2

OTTAWA-CARLETON
RECEIVED
910
OCT 2 1987
CLERK'S DEPARTMENT

September 29, 1987

The Planning Committee
Regional Municipality
of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Attention: Rosemary Nelson

Dear Ms. Nelson:

RE: Our file: 9487

Further to our various conversations in this matter, please find enclosed for submission to The Planning Committee, our client's comments with respect to the Draft Official Plan.

Our client received Mr. Wright's August 31, 1987, letter on September 17, 1987. That is why our written submissions were not delivered before September 15, 1987.

Yours very truly,

SCOTT & AYLEN, per:

Pierre R. Lavigne

Pierre R. Lavigne

PRL/fb
Encls.

Offices in Ottawa and Toronto

Reply to **Scott & Aylen**
170 Laurier Avenue West
Ottawa Canada
K1P 5V5

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170 Laurier Avenue West
Ottawa Canada K1P 5V5

SCOTT & AYLEN

817

136-2

Submissions on behalf of
GLOUCESTER EQUESTRIAN CENTRE LTD.
Re: Draft Official Plan

Pierre R. Lavigne

Scott & Aylen
Barristers & Solicitors
Patent & Trade Mark Agents
170 Laurier Avenue West
Ottawa Canada K1P 5V5

/9407

SCOTT & AYLEN

Barristers & Solicitors
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J. Guy Potvin
Peter B. Annis
James I. Minnes
Terrance J. McManus
Pierre R. Lavigne
Peter K. Doody
Kevin P. Nearing
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Cuthbert Scott, Q.C. *(Retired)*

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Anthony J. Graham
Edward B. O'Connor
Margaret D. Stevenson
L. Brooke Kenelord
Joan M. Van Zant
John F. Griffiths
John D. Tamas

818

136-3

September 29, 1987

The Planning Committee
Regional Municipality
of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Sir/Madam:

RE: Draft Official Plan
Our file: 9487

We are the solicitors for The Gloucester Equestrian Centre Limited, the owners of the lands west of Albion Road. (See Schedule "1" and "2").

On December 15, 1981, Regional Planning Committee approved this proposed subdivision with 0.3 hectares lots and directed staff to prepare the necessary amendments to the Country Lot and Airport Noise provisions of the Official Plan to permit the subdivision application. At its meeting of November 24, 1982, Regional Council did not approve of the proposed amendments to the Regional Official Plan (O.P.A. 36 and 37) as there were concerns expressed with respect to possible water quality problems having to do with alleged local pollution problems. Since that time the regional trunk water main has been extended and now services the entire existing abutting residential subdivision and would be available to service this proposed subdivision (see Schedule "3"). Our client has appealed Council's refusal to the O.M.B. and that matter should be heard before year end.

As our client's lands would be within the "Airport Noise Zone" and the "Rural Area" of the Draft Official Plan, our comments are with respect to Sections 7.2.3 and 4.2.3 of the Draft Official Plan.

Policies #13 to 16 of Section 7.2.3 (page 7-3) (see Schedule "4"), would unjustifiably prohibit residential development of our client's lands.

/...2

Our first objection is to the size and location of the Airport noise zone as proposed. In light of the fact that the original 1974 Official Plan foresaw a population of one million residents by the year 2001 and that the latest forecast, based on 1986 data, foresees a population of 725,000 residents for that year (see Schedule "5"), and that the proposed Airport Noise Zone is a compilation of the NEF 1988 and NEP 2000 prepared in 1983 and 1984 (see Schedule "6"), we request that the Region verify with Transport Canada that their noise exposure projections are based on the current projection of a population of 725,000 for the year 2000. Unless, this is done the noise exposure projection for the year 2000 will be in error.

Secondly, proposed policies #15 and #16 prohibit residential development above the NEF/NEP 30 outside the greenbelt, while permitting residential development between NEF/NEP 30 and NEF/NEP 35 inside the greenbelt. The reason for allowing development in the higher NEF zone inside the greenbelt is that this area "is largely developed", (see Schedule "2", para. 3). In so doing, it recognizes that to prohibit residential development in an area which is already largely residentially developed would be unfair because it would prohibit residential development of one parcel when the parcel immediately adjacent to it is developed and subject to the same noise exposure. The provincial policy with respect to development in the NEF/NEP 30-35 zone is that residential development is acceptable if approved by the municipality provided the housing meets acoustical standards and the developer undertakes to inform prospective purchasers of the possible noise problem. (Schedule 7). Our client has already undertaken to comply with these conditions for subdivision approval. As our client's lands are just outside the greenbelt and constitute the 2nd phase of development by projection of an existing residential subdivision which is largely developed. In light of the previous Planning Committee approval and the extention to the proposed subdivision of the Regional water main this land should be accorded the same treatment as the existing subdivision which is within the NEF/NEP 30 to 35 zone. We therefore suggest that the proposed policy 15 be amended to read:

/...3

15. Notwithstanding policy 13, local official plans, plans of subdivision, plans of condominium, and severances which permit residential development between NEF/NEP 30 and NEF/NEP 35 inside the greenbelt **and outside the greenbelt where the lands constitute an extention of an existing subdivision**, may be approved, if the local official plan contains policies to ensure that the acoustic design criteria and other requirements of the Land Use Policy Near Airports for residential development within these contours are met.

Thirdly, proposed policy #16 recognizes that a professional noise study may demonstrate that the noise actually received from existing and future aircraft operations is less than the limits established by the NEF or NEP contour. Where this can be established due to the site's specific natural topography residential development may be approved. Our client can produce such a professional study, but the factors leading to the conclusion are not necessarily restricted to the site's specific natural topography. If it can be professionally demonstrated that, notwithstanding the NEF/NEP 35 contour line, this site will not be exposed to that level of noise, whether due to topography or any other factor, there is no reason to prohibit residential development as the policies in fact have been followed. To limit the demonstration of lower noise levels to reasons of topography only is both unnecessary and unfair. Note that in considering such a residential development proposal and noise study Council would have, pursuant to policy 14(b) "the advice of Transport Canada, The Ministry of the Environment and the Ministry of Municipal Affairs" to verify the noise study conclusions. In light of this, we would request that a proposed policy 16 be amended as follows:

16. Notwithstanding policy 13, local official plans, plans of subdivision, plans of condominium, and severances which permit residential development above NEF/NEP

/...4

> 35 (...) may be approved, if it is demonstrated, by means of a noise study prepared by a qualified professional engineer with experience in acoustical studies, that the noise actually received from existing in future aircraft operations in the area subject to the development application is less than the limits established by the NEF or NEP noise contour. The requirements of policy 15 shall then apply.

The last objection deals with Part 4 of the Official Plan: "development in the rural area". As Schedule "2" clearly demonstrates our client's proposed development is the natural extension of an existing subdivision. The proposed lot sizes average approximately 0.3 hectares and are of the size similar to the abutting subdivision which is almost fully residentially developed. Policy 12 for the general rural area (Part 4.2.3) (Schedule "8") requires that minimum lot size for country lots be 0.8 hectares.

The transmittal report indicates that the reason for this minimum lot size is partly to ensure space for additional tile fields if necessary and partly to ensure the character of the rural area is maintained. With respect to the tile fields, this is a building permit issue and obviously no permit will be issued unless the Ministry of the Environment approves the septic system.

With respect to the preservation of the character of the rural area, it is important to note that this is a dead end street. To the West are the Airport lands and the area to the North and South is wooded. This proposed subdivision can only be seen from the existing abutting residential subdivision and its overall character and landscape would be identical to the existing abutting subdivision.

As the reason for Regional Council's denial of the proposed amendments to the 1974 Official Plan no longer constitute an obstacle due to the extention of the Regional water main, our client requests that the Regional Planning Committee

/...5

maintain its policy decision of 1981 with respect to this land in the proposed official plan. Accordingly, our client requests that there be added after policy no. 15, the following policy:

15a. Notwithstanding policy 12, Council may approve plans of subdivision with country lots smaller than 0.8 hectares if the proposed plan of subdivision constitutes the extension of an existing small lot subdivision and the proposed development is compatible with the existing small lot subdivision.

In order that these proposed amendments carry out Planning Committee's previously expressed intention the amendments can be made site specific.

Accordingly our client wishes the Planning Committee and Council to amend the Draft Official Plan as above and verify that the Transport Canada Noise Exposure Forecasts & Projections are based on the same population prediction of 725,000 for the year 2000 as is assumed in the Draft Official Plan.

We would appreciate an opportunity to respond to any staff comments on these submissions.

Yours very truly,

SCOTT & AYLEN, per:

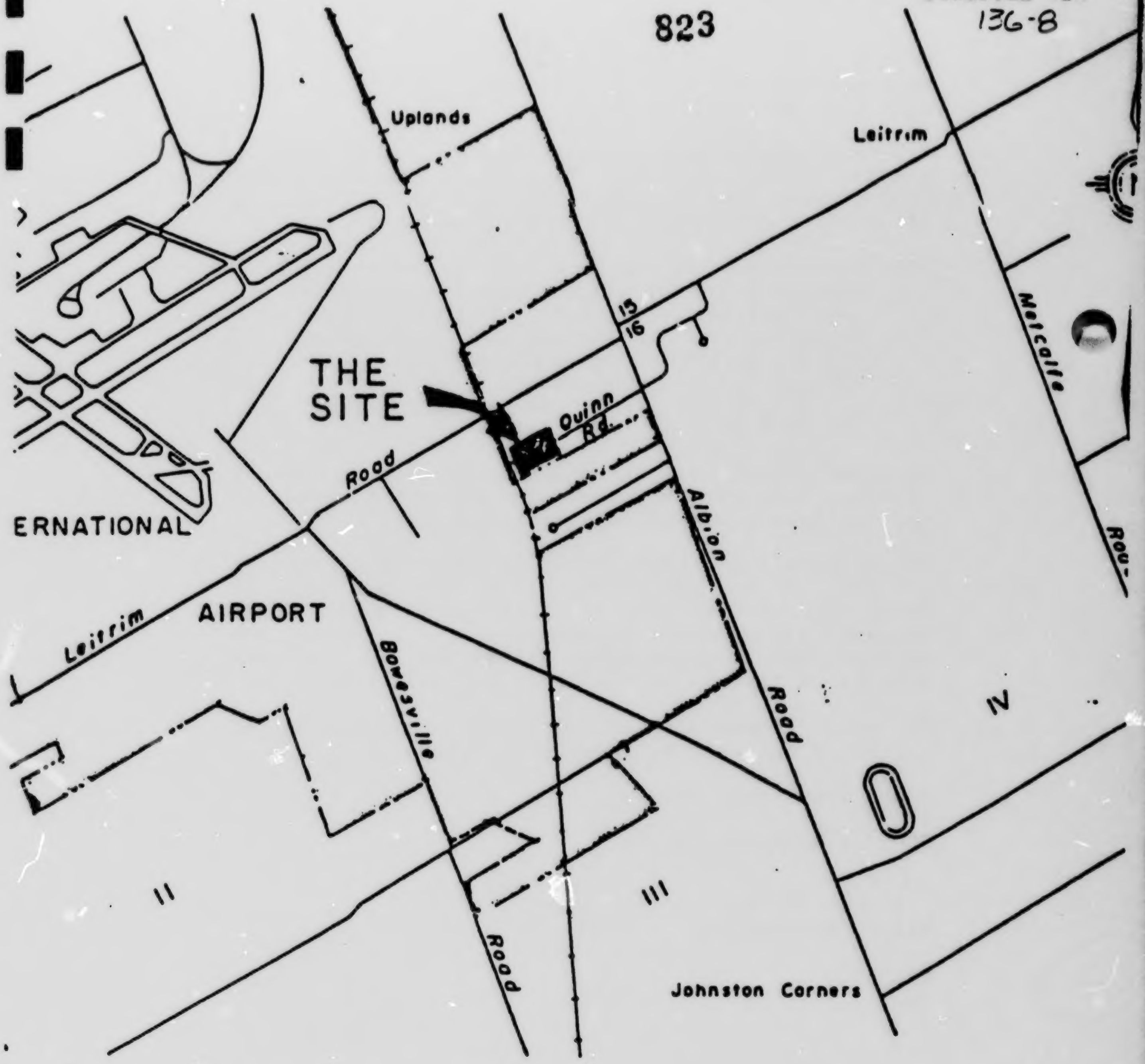
Pierre R. Lavigne

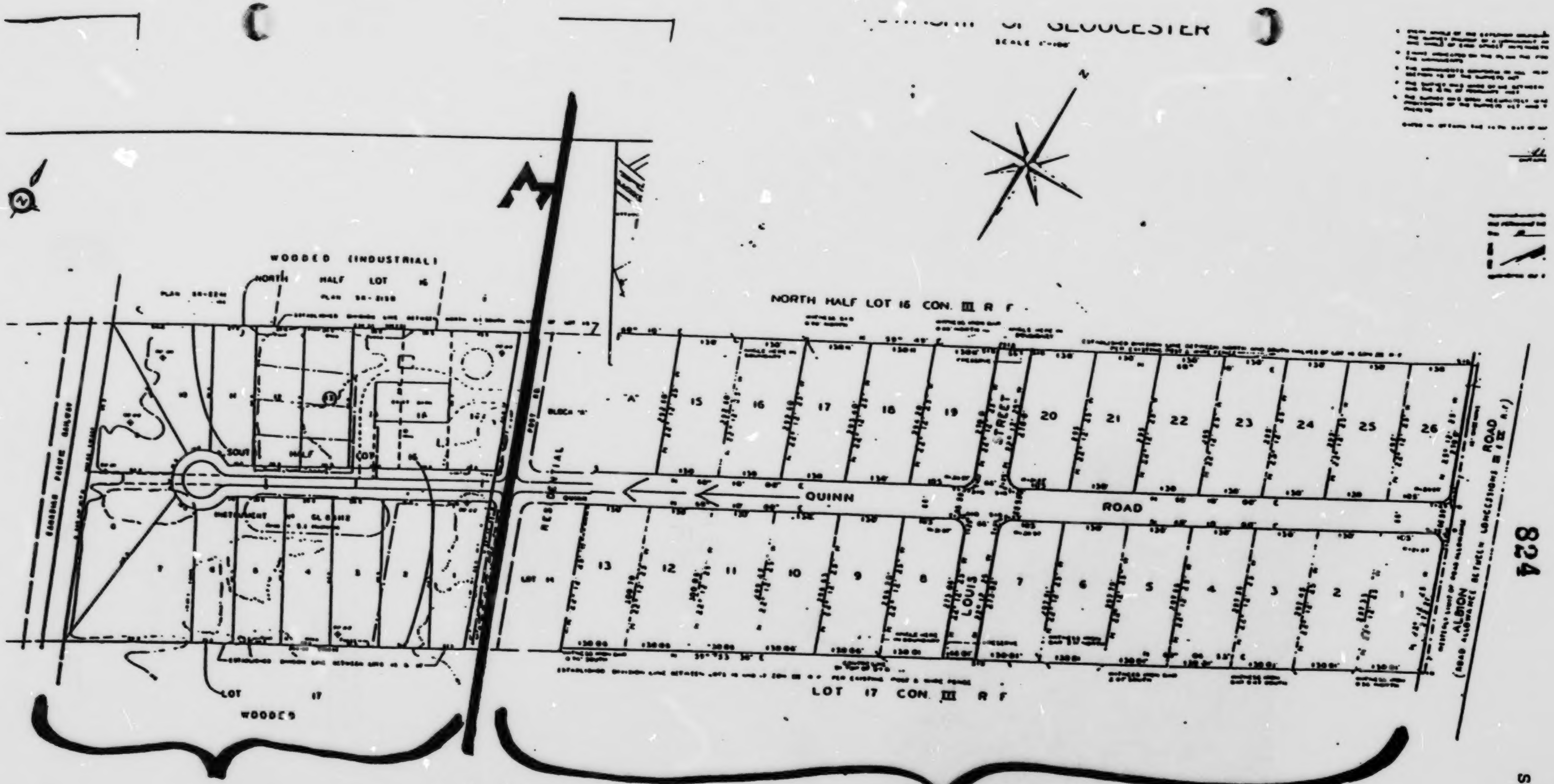
Pierre R. Lavigne

PRL/fb
Encl.

SCHEDULE "1"

136-8


THE SITE
ERNATIONAL
AIRPORT
Leitrim
Road
Uplands
Quinn Rd.
15
16
Albion
Road
Bowesville
Road
Leitrim
Metcalfe
II
III
IV
Johnston Corners


GLOUCESTER
WOODED (INDUSTRIAL)
NORTH HALF LOT 16
NORTH HALF LOT 16 CON. III R.F.
BLOCK "A"
"A"
RESIDENTIAL
QUINN ROAD
LOUIS
STREET
ALBION ROAD
LOT 17
WOODS
LOT 17 CON. III R.F.
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2
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Gloucester Equestrian Centre Ltd. lands - proposed residential subdivision

Existing residentially developed subdivision Plan 682

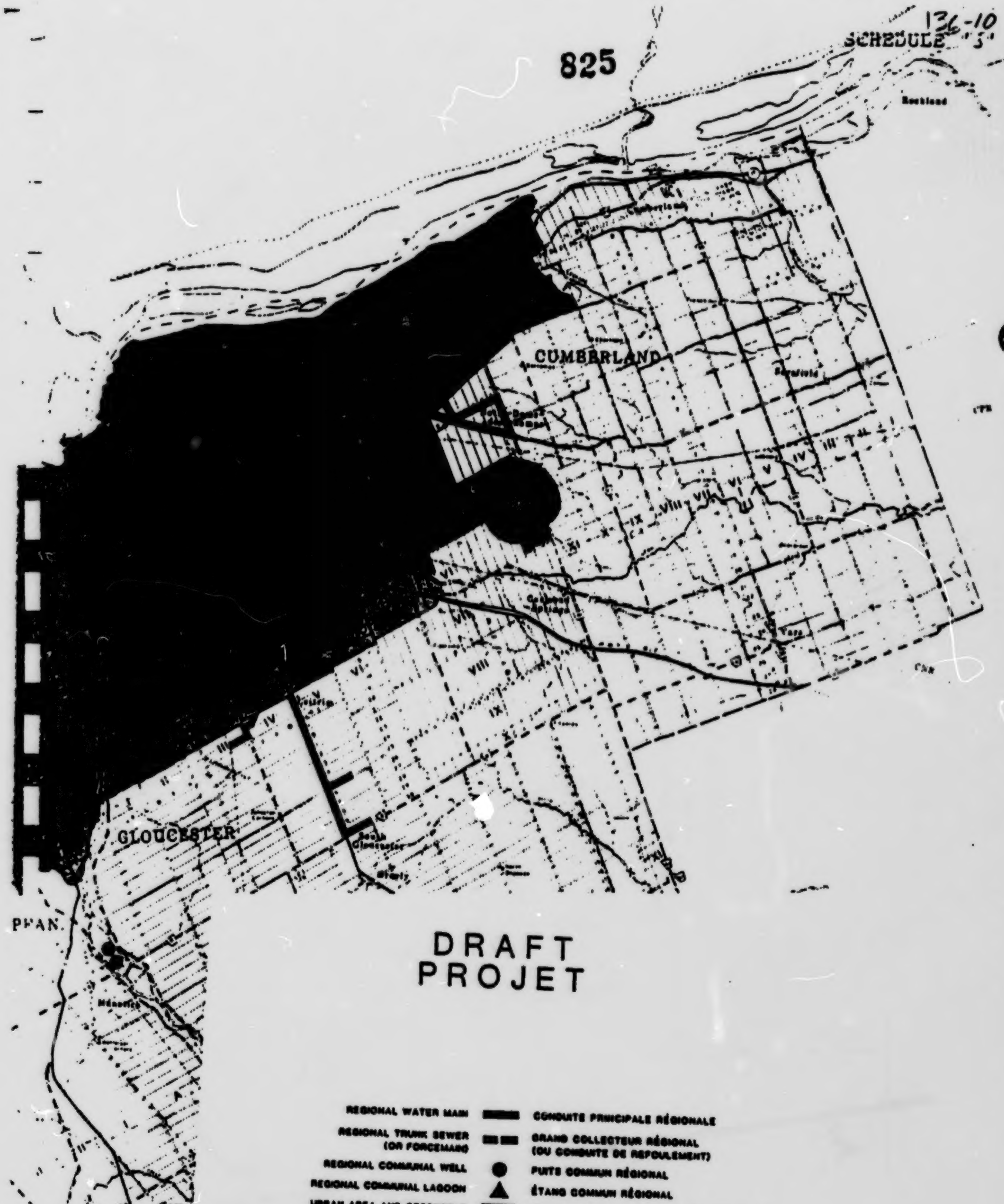
SCHEDULE "2"

136-9

825

SCHEDULE "3"

136-10



DRAFT
PROJET

REGIONAL WATER MAIN	▬	CONDUITE PRINCIPALE RÉGIONALE
REGIONAL TRUNK SEWER (OR FORCEMAIN)	▬ ▬	GRAND COLLECTEUR RÉGIONAL (OU CONDUITE DE REFOULEMENT)
REGIONAL COMMUNAL WELL	●	PUITS COMMUN RÉGIONAL
REGIONAL COMMUNAL LAGOON	▲	ÉTANG COMMUN RÉGIONAL
URBAN AREA AND GREENBELT	■	ZONE URBAINE ET CEINTURE DE VERDURE

Note:

(1) This schedule forms part of the Official Plan of the Regional Municipality of Ottawa-Carleton and must be read in conjunction with the text.

Note:

(1) La présente annexe fait partie du Plan directeur de la Municipalité régionale d'Ottawa-Carleton et doit être consultée en se reportant au texte même du Plan directeur.

OFFICIAL PLAN - SCHEDULE H
RURAL SERVICING

PLAN DIRECTEUR - ANNEXE H
ÉQUIPEMENTS EN MILIEU RURAL

Scale : 1 : 200,000

↑

May, 1987

Mai, 1987

c) the designation on Schedule A or B permits the proposed development.

11. When determining 10a) and b) above, Council shall seek the advice of the Ministry of Natural Resources and the relevant conservation authority and, in the case of organic soils, the Ministry of the Environment.

12. Where it is not possible to determine immediately whether a lot to be created by plan of subdivision or severance lies in an area affected by organic soils or unstable slopes, Council may require applicants to provide sufficient information to establish whether the policies of this section are met.

7.2.3 Policies for Noise

The Region is concerned with noise from three sources, aircraft, roads and railways. The object is the same in all cases, to ensure that development does not receive an unacceptable level of noise which may affect the inhabitants (including workers). Aircraft noise and road and rail noise are discussed separately because they are measured and regulated differently.

With regard to aircraft noise, Transport Canada develops Noise Exposure Forecasts for a 5-10 year time horizon and Noise Exposure Projections for longer time horizons based on the frequency of takeoffs and landings of different types of aircraft and on runway alignment.

The Ministry of Municipal Affairs has prepared a land use compatibility table which lists which land uses may be permitted in specified NEF and NEP categories. The policies below provide that the Region will implement this policy with two exceptions.

First, the land use compatibility table prepared by the Ministry of Municipal Affairs permits residential development between NEF/NEP 30 and 35 on condition that the buildings are constructed to meet prescribed acoustic design criteria. However, the Ministry of the Environment would prefer to see no residential development above NEF/NEP 30. As the urban area inside the greenbelt is largely developed, the less restrictive approach will be followed there. However outside the greenbelt there is more opportunity to structure new development around the noise constraints. Therefore outside the greenbelt, residential development will be permitted only below NEF/NEP 30.

Second, the natural topography of a site may provide natural attenuation of ground based aircraft noise. If an applicant submits appropriate information to demonstrate this, Council may approve development on the basis of the attenuated noise levels rather than the NEF or NEP contours.

In summary:

13. Airport noise zones are designated on Schedule G where Council shall implement the policies of the Ministry of Municipal Affairs, *Land Use Policy Near Airports 1978*, except that residential development shall not be permitted above NEF/NEP 30 unless specifically permitted by other policies of this Plan.

14. In deciding whether or not a proposed development is permitted, Council shall

a) have regard to the NEF and NEP maps approved by Transport Canada;

b) seek the advice of Transport Canada and the Ministries of the Environment and of Municipal Affairs;

c) determine that the designation on Schedules A or B permits the proposed development.

15. Notwithstanding policy 13, local official plans, plans of subdivision, plans of condominium, and severances which permit residential development between NEF/NEP 30 and NEF/NEP 35 inside the greenbelt may be approved, if the local official plan contains policies to ensure that the acoustic design criteria and other requirements of the *Land Use Policy Near Airports* for residential development within these contours are met.

16. Notwithstanding policy 13, local official plans, plans of subdivision, plans of condominium, and severances which permit residential development above NEF/NEP 35 inside the greenbelt may be approved, if it is demonstrated that the site's specific natural topography provides sufficient attenuation of ground based aircraft noise to reduce noise levels to less than NEF/NEP 35. In this regard applicants shall be required to submit a noise study prepared by a qualified professional engineer with experience in acoustical studies. The object of such study will be to demonstrate that the noise actually received from existing and future aircraft operations in the area subject to the development application is less than the limits established by the NEF or NEP noise contour. The requirements of policy 15 shall then apply.

When dealing with road and rail traffic noise the Ministry of the Environment recommends an Leq (average noise level) of 55dBA or less (7 a.m. to 11.p.m.) and an Leq 50 dBA or less (11 p.m. to 7 a.m.) as an acceptable noise level for outdoor recreation areas of new residential development.

proposed plan has fewer land use controls, but more specific policies on the achievement of a desirable employment distribution.

In summary the proposed draft plan is more focused than the existing plan mainly because of a change in the definition in the Planning Act 1983. The focus is provided through a definition of regional role and responsibility and by identifying planning goals, regional interests and Council's objectives and policies.

2. THE AMOUNT OF URBAN LAND, ITS LOCATION, AND THE SEQUENCE OF DEVELOPMENT

The amount of urban land required is dependent on the number of people who will live and work here. The table below compares the projections upon which the existing and proposed official plans are based:

	Existing Plan	1987 Plan	
Time Horizon	1998-2015	2001	2011
Jobs	450,000	423,000	467,000
Population	1,000,000	725,000	787,000
Households	360,000	302,000	339,000
Developed Urban Land*	24,000	23,700	26,100

*(ha.)

The prime determinant of the overall rate of growth is the rate at which jobs are created. Jobs both retain people in the region who reach labour force age and attract people from outside the region.

Looking into the future, it is anticipated that natural increase as a proportion of Ottawa-Carleton's population growth will decline. The increase of 240,000 people 1981-2011, is based on an increase of 60,000 (25%) from natural increase and 180,000 (75%) from net in-migration. This compares to a recent estimate of 38% resulting from natural increase in the 1981-86 period.

In the 1970s seventy percent of migrants coming to Ottawa- Carleton were in the age groups 15-64. It can be assumed that the main reason for their move was to take up or find work. The rate of job creation is therefore critical to a determination of future population growth, the need for housing and the consumption of urban land.

The projected decline in the number of jobs created through the period is based on an assumption that the Region's "basic" employment of federal government, and a limited manufacturing industry will expand only slowly. Of the region's "basic" employment only business services related to so called "high technology" companies may see above average growth in jobs. In the case of the federal government the National Capital Commission has advised that the Plan should be based on federal job growth of 1.3 per cent per year through the 1980s and 1.0 per cent per year in the 1990s. In addition, it is assumed that growth in employment in population serving jobs, such as retail and other services, will slow as the population growth slows. The projection assumes that the actual rate of growth in jobs, population and housing will decline from recent levels.

	Numbers Added		
	1981-91	1991-2001	2001-2011
Jobs	73,000	58,000	44,000
Population	96,000	82,000	62,000
Households	60,000	42,000	37,000
Urban Land (ha)	4,100	3,000	2,400

In December 1984 Council agreed that the regional official plan should be based a projection of jobs, population and households to 2001 with the expectation of additional growth beyond 2001. As is explained below under "Desirable Employment Distribution", a small adjustment has been made to the projected numbers of jobs in 2001, as compared to the projection Council previously approved, and the projection is extended to 2011. Since December 1984 there are indications from the 1986 census that growth has occured at a rate higher than predicted. Between 1981-6 population grew by 59,790 rather than the projected 48,707. At this stage there is insufficient information to provide reasons for the increased rate of growth, but one reason may be increased job creation over the level previously forecast leading to a higher level of net in-migration.

The draft plan is based on the assumption that, notwithstanding the statutory requirement to consider whether the official plan requires amendment every 5 years, a major review of the structure of urban growth will not occur till the late 1990s after the results of the 1996 census are available. The draft plan incorporates an objective that at all times a minimum of 10 years supply of residential land serviced with regional trunks be available . Assuming residential land continues to occupy approximately 50% of urban land, there would be a need for 2,400 hectares of undeveloped urban land in 2001 compared to the 6,635 hectares of urban land in 1986. This is predicated on an anticipated slow down in rates of growth as the period progresses. However, as a precaution against growth oc-

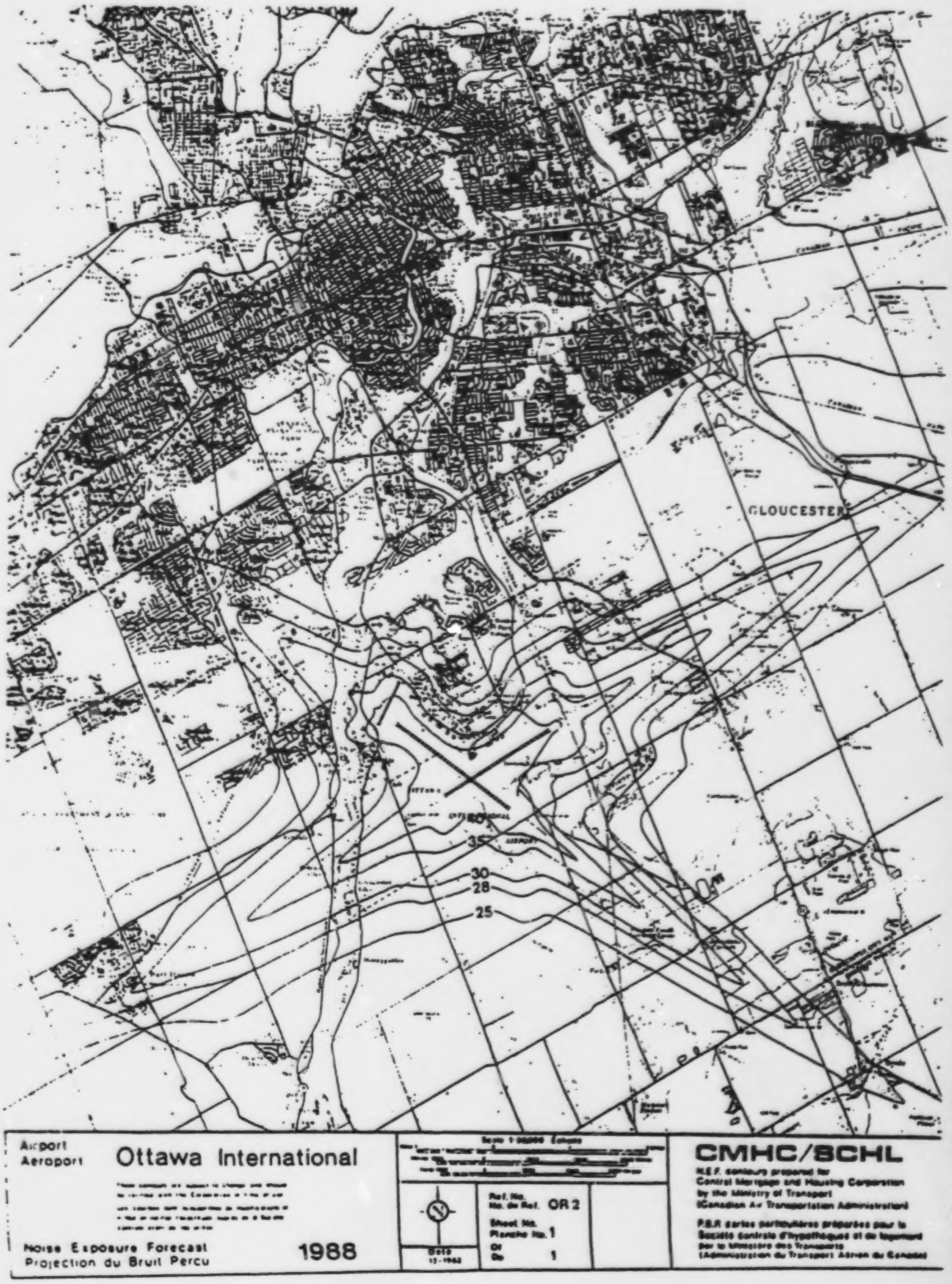
136-13

SCHEDULE "6"

SCHEDULE "5" OF AMENDMENT 54
OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

LA CARTE LÉGALE "5" DE L'AMENDEMENT 54
LE PLAN DIRECTEUR DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

MAP 30 - OTTAWA INTERNATIONAL AIRPORT NEP 1988

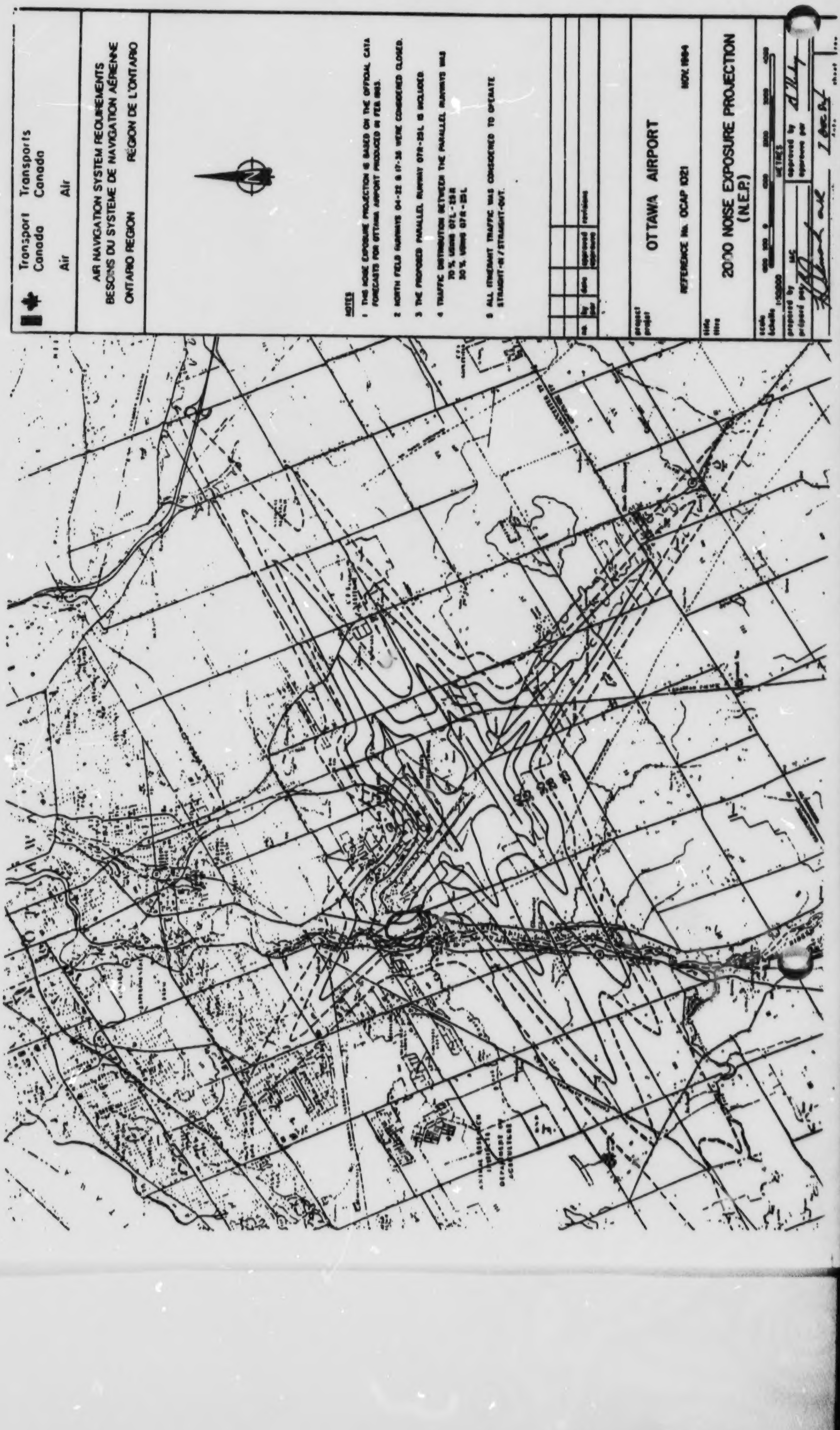

GLOUCESTER
35
30
28
25
Airport
Aeroport
Ottawa International
Noise Exposure Forecast
Projection du Bruit Percu
1988
Ref. No.
No. de Ref. OR 2
Sheet No.
Planche No. 1
Of
De 1
CMHC/SCHL
N.E.F. contours prepared for Central Mortgage and Housing Corporation by the Ministry of Transport (Canadian Air Transportation Administration)
P.B.P. cartes particulières préparées pour la Société centrale d'hypothèques et de logement par le Ministère des Transports (Administration du Transport Aérien du Canada)

136-14

829

SCHEDULE "6" OF AMENDMENT 54
OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
LA CARTE LEGALE "6" DE L'AMENDEMENT 54
LE PLAN DIRECTEUR DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

MAP 31 - OTTAWA INTERNATIONAL AIRPORT NEP2000


Transport Canada Air
Transports Canada Air

AIR NAVIGATION SYSTEM REQUIREMENTS
BESOINS DU SYSTEME DE NAVIGATION AÉRIENNE
ONTARIO REGION RÉGION DE L'ONTARIO

NOTES

1 THIS NOISE EXPOSURE PROJECTION IS BASED ON THE OFFICIAL CATA FORECASTS FOR OTTAWA AIRPORT PRODUCED IN FEB 1983.

2 NORTH FIELD RUNWAYS 04-22 & 17-35 WERE CONSIDERED CLOSED.

3 THE PROPOSED PARALLEL RUNWAY 07R-25L IS INCLUDED.

4 TRAFFIC DISTRIBUTION BETWEEN THE PARALLEL RUNWAYS WAS
70% USING 07L-25R
30% USING 07R-25L

5 ALL ITINERANT TRAFFIC WAS CONSIDERED TO OPERATE STRAIGHT-IN / STRAIGHT-OUT.

no.	by par	date	approved approuvé	revisions

project projet: OTTAWA AIRPORT

REFERENCE No. OCAP 1021 NOV. 1984

title titre: 2000 NOISE EXPOSURE PROJECTION (N.E.P.)

scale échelle 1:50000 METRES

prepared by préparé par

approved by approuvé par

Provincial land use policies established in 1969 to protect lands near airports have been revised by the Ministry of Housing through the adoption of a more accurate system of measuring discomfort caused by aircraft noise.

The new policy is based on the NEF (Noise Exposure Forecast) system which reflects the noise produced by all types of aircraft at an airport, taking into consideration the number of flights, the duration of the noise, the time of day and the frequency components of the sound (pure tones).

All land use proposals near airports must now adhere to the NEF Land Use Compatibility Table (below). The applicable NEF values should be determined from NEF or NEP contour maps, based on contours supplied by Transport Canada or by the Department of National Defence (see opposite). This table has been designed to reflect CMHC policy related to residential development* and also contains policies for non-residential uses.

The general principle underlying the restrictions is that the outdoor noise level should govern permissible uses of a property. However, some indoor uses which make almost no use of the outdoors may be permitted to almost any noise level provided they meet CMHC standards for acoustic insulation and ventilation. The latter requirement is necessary to ensure that the acoustic insulation value is not lost through the opening of windows.

NEF land use compatibility table

Land uses (1)	Noise exposure forecast values 0	28	30	35	40
Group 1 residential, passive use park, school, library, church, theatre, auditorium, hospital nursing home, camping or picnic area	In this range, noise is not usually a problem.	Discretionary Range All buildings must conform to Acoustic Design Criteria (2) (3).			
			Some annoyance will occur in this range but residential development will be acceptable if approved by the municipality (2)	[illegible] this range except [illegible] outdoor [illegible] and which [illegible] the Acoustic Design Criteria (3).	
Group II hotel, motel, retail or service commercial, office, athletic field, playground, stadium, outdoor swimming pool	In this range, noise is not usually a problem.		Discretionary Range The characteristics of each proposed use must be studied and appropriate noise insulation must be incorporated into building design (3).		Group II uses may not be established beyond the 40 NEF contour unless they are adequately insulated indoor uses (3).
Group III industrial, warehousing, arena, general agriculture, animal breeding (4).	In this range, noise is not usually a serious problem			Discretionary Range Most Group III uses are permissible in this range, provided ancillary uses are adequately insulated (3).	

Notes

(1) Uses not specifically mentioned should be compared to the uses listed, classified in the most appropriate Group and regulated accordingly.

(2) For residential uses, refer to "New Housing and Airport Noise", N.H.A. 5185-1-78 and any amendments thereto. Acoustic design must include adequate ventilation. The developer of a residential project must undertake to inform prospective tenants or purchasers of the possible noise problem.

(3) For non-residential uses, refer to the Acoustic Design Criteria opposite.

(4) Research has shown that most animals become conditioned to high noise levels. However, fur farms, and any use likely to create a bird hazard, such as a feed lot or stockyard, should not be located closer to an airport than as recommended by Transport Canada in "Land Use in the Vicinity of Airports", document S-77-4

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* New Housing and Airport Noise. N.H.A. 5185 Metric Edition.

Greely instead of Vernon). Finally in order to protect Mineral Resource Areas for exploitation and Natural Environment Areas and Marginal Resource (Restricted) Areas for preservation, villages should not expand on to these designations.

Neighbourhood shopping centres are appropriately located in Villages and Serviced Villages as part of their function as service centres to surrounding areas.

In summary:

6. Villages which are entirely or primarily serviced by private individual services are designated on Schedule A as Villages.

7. Villages which are provided with regional water or sewer service from the central system or are provided with a communal water and/or communal sewage system designated on Schedule H are designated on Schedule A as Serviced Villages.

8. Area municipalities shall plan for the development of Villages and Serviced Villages in local official plans which shall:

   a) define the expected growth for at least a ten year planning period,

   b) include a plan of the Village or Serviced Village showing existing and proposed land uses and roads, the boundary of the Village or Serviced Village and the total number of potential dwelling units within the boundary,

   c) justify any proposal to extend the then existing Village or Serviced Village on to lands designated Agricultural Resource Area on Schedule A, based on the long term demand for village expansion in the area municipality as a whole, and a consideration of alternative locations for that expansion,

   d) ensure that any proposal to extend the then existing Village or Serviced Village does not extend the village onto lands designated Mineral Resource Area, Natural Environment Area or Marginal Resource Area (Restricted) as designated on Schedule A.

9. Non-residential uses may be permitted in Villages and Serviced Villages of a scale and type which meet local needs, including the needs of the travelling public, and/or utilize local resources. Shopping centres are subject to policies in Section 3.2.3.3.

10. When considering or approving local official plans which expand the boundaries of Villages and Serviced Villages, or increase the total number of potential dwelling units above that established pursuant to policy 8b) above, Council shall require a hydrogeology study in sufficient detail to:

    a) demonstrate the capability of the soils and the sub-soils to support the safe long term use of private sewage disposal systems, in all villages except those served entirely by a communal sewage system or central sewer services;

    b) establish that water of sufficient quality and quantity to support the proposed development can be provided in the area without adversely affecting the operation of existing wells, in all villages except those served entirely by central water services;

    c) identify specific requirements which must be addressed prior to subdivision approval in any sub-area of the proposed village; and

    d) demonstrate that the proposed development will not adversely affect the quality or quantity of well water within approximately two kilometres of the boundary of the Village or Serviced Village,

    and for Serviced Villages evidence to indicate that:

    e) there is sufficient capacity in existing communal water and/or sewage systems or central service extension to support the proposed development, and

    f) there are no physical impediments to the provision of the above services to any area within the village.

4.2.3. General Rural Areas

Lands designated General Rural Area, totalling approximately 60,000 hectares, are characterized by less significant natural resource potential than lands designated Agricultural Resource, Mineral Resource, Natural Environment or Marginal Resource (Restricted). However, such lands are often farmed and some are sites for pits or quarries. They may also have good potential for forestry (a resource for which no land is specifically designated in this Plan), and they may contain significant wetlands or wildlife habitats. Therefore, although the lands have less significant natural resource potential, development of these areas should recognize their current use and natural potential.

The Region's prime concerns in these areas are the following: first, the rural character be maintained; second, development only locate on sites which can support private individual services; and third, country lot development occur in accordance with specific policies.

Flowing from the concern that the rural area retain its rural character, the policies below require area municipalities to specify in their official plans the amount of residential development to be permitted on land designated General Rural Area, so that consistency with regional objectives may be determined. In addition area municipalities through their official plans will distinguish between land they consider suitable for or unsuitable for various types of development. For example, organic soils designated on Schedule G and other wetlands are probably unsuitable.

Country lot development is defined as rural single detached housing which is not in villages or infilling areas and is not farm-related. Country lot development may be permitted on lands designated General Rural Area, subject to specified criteria. A minimum lot area of 0.8 hectares is specified in order to give reasonable assurance of the safe operation of private individual services (this lot size allows room for additional tile fields if necessary) and to maintain the dominance of the natural environment over the built environment. However a specific exception to the lot area is made for country lot development related to recreational facilities, on the grounds that the open nature of the recreational facility (e.g. a golf course or lake) will help retain the rural character of the area.

A further provision is that country lots shall not be approved in locations which would force the expansion of a Village, Serviced Village or the urban area on to a natural resource area. It is intended that the urban area and villages, where possible, should expand onto lands designated General Rural Area. Therefore, that option should not be precluded by development of such land for country lots.

Finally country lot development should be located on attractive sites, having mature tree cover and/or topographic variety. Country lots should not be approved on flat and featureless sites because this will make it difficult to retain the rural character of that part of the rural area.

In summary:

11. **Lands characterized by less significant natural resource potential compared to those resources discussed in Part 5 are designated General Rural Area on Schedule A.**

12. **Residential development permitted on lands designated General Rural Area is housing required by farming activities permitted in Section 5.1.3.2, infilling permitted in Section 4.2.4, and single detached dwelling units on country lots which shall have a minimum lot size of 0.8 hectares, whether created by plan of subdivision or severance.**

13. **Non-residential development permitted on lands designated General Rural Area may include industrial and commercial uses related to local resources, industrial uses which require large land areas and other non-residential uses of a type and scale to meet local needs or the needs of the travelling public.**

14. **Policies in local official plans for the development of lands designated General Rural Area shall:**

- **a)** **define a planning period of at least 10 years,**
- **b)** **identify the number of country lots to be permitted in the planning period,**
- **c)** **identify by designation or by inclusion of criteria land suitable or unsuitable for various types of development such as residential, industrial and commercial, taking special account of such factors as organic soils, wetlands, significant aquifer recharge areas, significant wildlife habitats, topography and other physical features that result in sites not being suitable for private individual services, the quality and quantity of ground water, and anticipated demand for the various types of development,**
- **d)** **specify permitted uses within the various types of development.**

15. **Notwithstanding policy 12, Council may approve plans of subdivision with country lots smaller than 0.8 hectares if:**

- **a)** **such lots are part of a development containing a recreational facility such as a golf course;**
- **b)** **the development as a whole has an average lot size of not less than 0.8 hectares per dwelling unit; and**
- **c)** **requirements of policy 8 in Section 10.1 concerning private individual services are met.**

16. **Country lot development shall not be approved on lands designated General Rural Area, close to a Village, Serviced Village or the urban area where the development would occupy the only possibility for the continued expansion of the Village, Serviced Village or urban area on lands designated General Rural Area.**

833 #137

September 19, 1987

Chief Project Planning Engineer
Transport Planning Division
Regional Municipality of Ottawa-Carleton
222 Queen St., Ottawa, ONT. K1P 5Z3

OTTAWA-CARLETON
RECEIVED
1141-K-3
SEP 24 1987
CHAIRMAN'S OFFICE

Dear Mr. Reid:

Subject: Kirkwood Avenue Extension Issue

This letter is to advise you that the writer, a resident near Kirkwood Avenue is concerned about a recent "recommendation" made by Westboro Community Association that Kirkwood Avenue Extension be pursued immediately.

Kirkwood Avenue has had enough road vibration problems and after long debates with the Authorities, the resurfacing of the road has been done, resulting in much quieter road conditions for now.

The surprise news of Kirkwood Extension recommendation by Westboro Community Association greatly disturbs the neighbourhood here. Iona-Hampton Community Association was formed during the last issue of the Kirkwood vibration, simply because we needed to express our real concerns. I now feel the same way again.

As a resident of the community near Kirkwood Avenue, I fail to recognize any immediate needs to extend Kirkwood Avenue to provide, for instance, a path to the Champlain birdge or Scott Street. The present congestion of the Champlain bridge needs broader consideration, such as disturbance to a nicely designed and historical Champlain bridge (NCC's jurisdiction) and Quebec's (particularly Aylmer's) objection to a more appropriate "Duschene" bridge plan solution. Heavy truck/traffic paths to Scott Street must be considered very carefully as tremendous impacts are expected on the road vibration and safety no matter where they are routed. (Note that Kirkwood does not even have adequate sidewalks.) This subject must be handled openly in public. Please note that I strongly oppose the "recommendation" made by the Westboro Community Association; it was not even discussed with the residents concerned here.

Please let me know of any plans you may have and any changes on Kirkwood Avenue.

Sincerely,

[illegible]

Mr. & Mrs. Leite & family

cc: Mr. Mark Maloney - Alderman
Mr. Andrew Haydon - Chairman, Regional Planning Council

Chairman has seen

#138
(See brief # 137 for readable text)

OTTAWA-CARLETON
RECEIVED
1141-K-3
SEP 24 1987
CHAIRMAN'S OFFICE

September [illegible]

[illegible]
[illegible]
[illegible]
[illegible]

Dear Mr. [illegible]

Subject: [illegible] Extension Issue
[illegible]

[illegible] that the writer, a resident near [illegible] Avenue [illegible] about a recent "recommendation" made by Westboro Community Association that Kirkwood Avenue [illegible] pursued immediately.

Kirkwood Avenue has had [illegible] road vibration problems and after long debates with the authorities, the resurfacing of the road has been done, resulting in [illegible] better road conditions for now.

The surprise news of Kirkwood Extension recommendation by Westboro Community Association greatly disturbs the neighbourhood here. [illegible] Community Association was formed during the last issue of the Kirkwood vibration, simply because we needed to express our real concerns. I now feel the same way again.

As a resident of the community near Kirkwood Avenue, I fail to recognize any immediate needs to extend Kirkwood Avenue to provide, for instance, a path to the Champlain birdge or Scott Street. The [illegible] congestion of the Champlain bridge needs broader consideration, such as [illegible] – to a nicely designed and historical Champlain bridge ([illegible]'s jurisdiction) and Quebec's (particularly Aylmer's) objection to a more appropriate "Duschene" bridge plan solution. Heavy truck/traffic paths to Scott Street must be considered very carefully as tremendous impacts are expected on the road vibration and safety no matter where they are routed. (Note that Kirkwood does not even have adequate sidewalks.) This subject must be handled openly in public. Please note that I strongly oppose the "recommendation" made by the Westboro Community Association; it was not even discussed with the residents concerned here.

Please let me know of any plans you may have and any changes on Kirkwood Avenue.

Sincerely,

Colleen [illegible]
497 Dawson Ave
Ottawa, Ontario
K1Z 5V2

Ph. 729-1588

cc: Mr. Mark Maloney – alderman
Mr. [illegible] – [illegible]

139 RA
830-2.

835

LA CORPORATION DE LA VILLE DE
THE CORPORATION OF THE CITY OF **VANIER**

September 18, 1987

OTTAWA-CARLETON
RECEIVED
10.00
SEP 22 1987
8.
CLERK'S DEPARTMENT

Mrs. Gail Brown
Regional Clerk
Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Madam:

Please find hereto attached a certified true copy of resolution 87-249 passed at a regular council meeting held on September 15, 1987.

Would you please circulate this statement to the appropriate authorities.

Thank you very much for you co-operation on this matter!

Yours truly,

Wayne W. Tallon
Deputy City Clerk

Encl.

OTTAWA-CARLETON
SEP 23 1987
60
PLANNING DEPT

300, av. des PÈRES BLANCS AVE., VANIER, ONTARIO K1L7L5 746-8105

NO. 87-249

CORPORATION OF THE CITY OF VANIER
MUNICIPALITÉ DE VANIER

RESOLUTION

DATE le 15 septembre / September 15 19 87

PROPOSÉ PAR
MOVED BY Guy Cousineau

APPUYÉ PAR
SECONDED BY

"RÉSOLU QUE le greffier de la Cité de Vanier fasse parvenir au greffier de la Municipalité régionale d'Ottawa-Carleton, les commentaires inclus dans l'annexe "A" ci-jointe à la résolution, et que celle-ci soit considérée comme la réponse officielle de la ville de Vanier à la première ébauche du nouveau Plan directeur de la Municipalité régionale d'Ottawa-Carleton."

"RESOLVED THAT the comments contained in Schedule "A" attached to this resolution be forwarded by the City Clerk to the Clerk of the Regional Municipality of Ottawa-Carleton as the City of Vanier's official response to the first draft of the new Official Plan for the Regional Municipality of Ottawa-Carleton."

MUNICIPALITÉ DE LA VILLE DE VANIER
CORPORATION OF THE CITY OF VANIER
copie dûment certifiée conforme
certified to be a true copy

Wayne W. Tallon
Greffier adjoint / Deputy Clerk

ADOPTÉ
CARRIED

Editors' Note:

"SCHEDULE A" was printed earlier as Brief #53.

838

#140
14.271.cc 7

R. R. No. 3,
Stittsville, Ont., K0A3G0
May 8, 1987.

Mr. Nigel Brerton,
Planning Department
Regional Municipality of Ottawa-Carleton
222 Queen Street,
Ottawa, Ontario K1P 5Z3.

OTTAWA-CARLETON
RECEIVED
40
MAY 11 1987
PLANNING DEPARTMENT

Dear Mr. Brerton,

To follow up on our telephone conversation last week, I wish to review the points which I made with you.

I requested that my farm, E ½ lot 12 Con 6, remain as Marginal Resource land. The south fifty acres are all swamp and ridges of hills all covered with trees. While the north fifty acres are tillable, a creek winds through it flooding the land like a river in spring, covering much of it in winter with ice after a thaw, and in summer when the beavers build their dams, the land is sometimes stagnant for weeks until the township blows up the dams again. The land is also a strange mixture of soils - red, yellow, grey and black.

140-2

As I drove east from Munster on the 6th line, Bleeks Rd., yesterday, I could see that what little untreed land there is on the left side is no better than on the right side which is Marginal Resource. Therefore for at least halfway north along the road from Munster to Conley Rd it should all be Marginal Resource.

I am specifically requesting that at least twenty-five acres of my farm, SE part of W½ lot 14 Con. 6 be changed to Marginal Resource. It is mostly all treed and none of it is tillable.

Thank you for your consideration.

Yours truly,
Lillian Hobbs

P.S.

I have discussed the land designation with Mr. + Mrs. Leonard Kavanagh and Mr + Mrs. Percy Scott. They agreed that the above mentioned land should be Marginal Resource.

#41

840

Gowling & Henderson

BARRISTERS & SOLICITORS
PATENT & TRADE MARK AGENTS

SUITE 1400
160 ELGIN STREET
OTTAWA, ONTARIO
CANADA K1N 8S3

TELEPHONE: (613) 232-1781
TELEX: 053 4114 "HERSON-OTT"
XEROX-FAX: (613) 563-9869
RAPICOM-FAX: (613) 563-7936

2 FIRST CANADIAN PLACE
TORONTO, ONTARIO
CANADA M5X 1A4

50 QUEEN STREET NORTH
KITCHENER, ONTARIO
CANADA N2H 6M1

19 THORNE STREET
CAMBRIDGE, ONTARIO
CANADA N1R 5W1

RAYMOND J. OSTIGUY

October 7, 1987

DEIVERED BY COURIER

Mr. Nick Tunnacliffe
The Regional Municipality of
Ottawa-Carleton
Planning Department
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Re: Draft Official Plan

Dear Mr. Tunnacliffe:

I last wrote to your on September 4, 1987, in connection with our client's property. An additional photocopy of that letter is enclosed for ease of reference.

Mr. Hall attended one of the public sessions. He was informed by Mr. Bradshaw that it was not necessary to make any additional submissions and that Mr. Bradshaw would provide to members of the Planning Committee a copy of our letter of September 4, 1987.

I am following up on that representation to ensure that our letter has in fact been provided as part of the 138 objections to members of Planning Committee. I would appreciate your acknowledgment as well as any reaction from your Department to our comments.

Yours very truly,

R. J. Ostiguy

R. J. Ostiguy

8 1987
9

Enclosure:rl

September 4, 1987

DELIVERED BY COURIER

Mr. Nick Tunnacliffe
Planning Department
The Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Re: Draft Official Plan

Dear Mr. Tunnacliffe:

As you know, we are the solicitors for Ottawa Uplands Limited, the owner of a parcel of land on the west side of Riverside Drive at the southerly limit of the City of Ottawa.

We have previously appeared and are on record with the Region with respect to OPA 54, OPA 55, OPA 58 and OPA 62 which specifically affects our client's property.

As you are aware, OPA 62 originally proposed three land uses, two of which were approved and the last, dealing with residential uses, which was deferred. The deferral was made pending resolution of the 1988 NEF issued by Transport Canada.

As you are also aware, our client retained a qualified professional engineer with experience in acoustical studies who conducted and submitted to Transport Canada a noise study which demonstrated that our client's site's specific natural topography provided sufficient attenuation to reduce noise levels to less than the NEF/NEP 35. Subsequent to filing that noise study and the confirmation from Transport Canada with you, we requested that the deferred portion of OPA 62 to permit residential development be proceeded with.

Last week you informed me that you would not process our request to bring back to your Planning Committee the deferred portion of OPA 62. Instead you suggested we respond to your proposed revised designation of the site for "Extensive Employment Area" in the proposed Official Plan - Schedule B Urban Policy Plan.

You have indicated to me that the "Extensive Employment Area" would not include residential uses.

As you know, the residential designation came about as a result of a resolution of the Council of the City of Ottawa passed in May, 1985. We have been endeavouring, since that time, to have a portion of our client's site designated for residential use. Our client has spent two and one-half years and approximately $40,000 obtaining the noise study which clearly established to Transport Canada's satisfaction what we had been representing to your staff and your Planning Committee since our initial objection to OPA 54, namely, that the residential component of the site is not subject to the NEF/NEP constraints as previously contemplated by the 1988 NEF.

You have now in fact written that specific provision into Policy 16 of Section 7.2.3 of the draft official plan.

As you are also aware, OPA 134 of the City of Ottawa contains a clause which is recognized in Policy 15 of Section 7.2.3.

It would appear, therefore, that you have now specifically provided for the elimination of the NEF constraint to residential development on our client's site within the policies contained in Section 7.2.3 of the draft official plan. This should have permitted you to bring forward the deferred portion of OPA 62 which we requested.

Instead, you have indicated that you will no longer process the deferred portion of OPA 62 and you propose to redesignate the site for "Extensive Employment Area". We object to this approach.

Pursuant to OPA 20 the remaining portion of our client's site is designated as "Special Policy Area 2 (Uplands Sand Pits)". That amendment stated that a decision as to the most appropriate use for the land adjacent to Riverside Drive should await resolution with the City of Ottawa. The City of Ottawa undertook a detailed study of the area, prepared a development plan and put forward OPA 134 which recommended that the remaining land of our client be designated "Residential District".

The designation in the draft Official Plan as "Extensive Employment Area" is inconsistent with OPA 20 and the designation proposed by the City of Ottawa.

We believe it is not appropriate for you to unilaterally redesignate the approved and deferred portions of OPA 62.

We have not yet had an opportunity to consider other provisions of the draft Official Plan which may have an impact on the proposed development of the site. We will wish to make representations at the hearings commencing September 15.

I am committed to an Ontario Municipal Board hearing during the week of September 14 which resumes September 28. I trust, however, that there will be sufficient hearing dates which will provide us the opportunity to make our submissions outside the time I am committed to the Ontario Municipal Board. To that end, would you please advise me what hearing dates are available so that we can work out a mutually convenient time to appear to make our representations?

Yours very truly,

R. J. Ostiguy

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[illegible] have a copy

Minister of Public Works
CANADA
Ministre des Travaux publics

OTTAWA-CARLETON
RECEIVED
OCT 6 1987
PLANNING DEPARTMENT

Ottawa, Canada
K1A 0M2

OCT - 5 1987

Mr. J.M. Wright
Planning Commissioner
Regional Municipality of
Ottawa-Carleton
222 Queen Street
OTTAWA, Ontario
K1P 5Z3

Dear Mr. Wright:

Re: Draft Official Plan for the Regional Municipality of Ottawa-Carleton; yours of August 31

Thanks for your reminder concerning the Draft Official Plan.

The National Capital Commission has provided comments on behalf of the Federal Government. I've enclosed a copy of these comments for your convenience.

Sincerely,

Stewart McInnes

Stewart McInnes

Enclosure

NATIONAL CAPITAL COMMISSION

COMMENTS ON THE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

DRAFT PLAN REVIEW

1. South Urban Community: The Region proposes to do a joint study of this next urban community with Nepean and Gloucester. Because of its interests in the Greenbelt and the importance of this exercise for the future of the NCR, the NCC should be involved. Issues of concern to the National Capital Commission include the preservation of agricultural lands, road and service infrastructure, the impacts on the Rideau River Corridor, future airport expansion and noise cones, impact on the Greenbelt, and assurance of a separation between the South and West Urban Communities.

2. Central Area: The RMOC proposes a joint RMOC-Ottawa-NCC approach to planning for the central area. Given the National Capital Commission's interest in this sector of the National Capital, the Commission would be a willing participant in such an effort.

3. Scenic Routes: The document responds to the Federal Land Use Plan by designating scenic routes (Schedule F), and suggests that proposals be prepared relating to the siting and appearance of new development, the protection of views and features, aesthetic improvements and signage. This is an area for further co-ordination.

4. Greenbelt: The policy statements seem reasonable though they should be amended to read that the federal government will " consult" rather than "review jointly" with the RMOC any proposed land use changes in the Greenbelt. There is a major problem in the fact that Greenbelt lands are designated on Schedule A in a manner different from either FLUP or the Greenbelt Management Plan. If different or incompatible designations are accepted, then the stage is set for innumerable arguments and points of confrontation between the RMOC and the NCC in the future. More specifically:

- In those lands designated by the RMOC as "Natural Environment Area", such important lands as the portion of Stony Swamp to the north of Highway 7 and parts of Mer Bleue have been omitted.

- The area north of Blackburn Hamlet designated as Mineral Resource Area is subject to a first option to purchase by the National Capital Commission; should the NCC become the owner, this designation should be removed.

- That portion of the Southern Farm Sector to the east of the Rideau River shown as "Greenbelt Reserve" should be designated "Agricultural Resource Area". The designation of "Greenbelt Reserve" in section 3.5.3 is vague and is applied to areas having quite different functions, from forest sectors to mixed use sectors.

5. Employment Areas: There are some discrepancies between the Region's designated employment centres and those of the Federal Land Use Plan. Though they don't have to be identical (not all employment is federal), several existing and proposed federal centres are inappropriately designated. While it is recognized that the intent is to show areas of employment expansion, the proposed nodes at Rockcliffe and Uplands should be shown.

6. Transportation: Notwithstanding the fact that several transportation issues have been resolved over the past few years, several issues remain outstanding These include the following:

- Although the Region has recognized the concerns of the National Capital Commission regarding local dependance on the Parkway system by the deletion of most Federal Driveways and Parkways from Schedules C-1 & C-2, the Eastern Driveway and its proposed extension to Orleans remains. It is well known that the NCC will not agree to this extension.

- The Richmond Road extension through Stony Swamp as indicated on the RMOC maps is opposed by the National Capital Commission. The NCC is prepared to discuss options for providing additional capacity to Kanata.

- It is now proposed that the Hunt Club Road and the future Inner Ring Road join Highway 417 at a new intersection, to the south of the present Ridge Road Overpass. The Commission has a concern that this will result in excessive land take from the Greenbelt, and feels that there are other options.

- There is only one sentence in the Plan about the needs of pedestrians. Policies to the effect that the pedestrian environment is at least as important to the quality of the urban environment as the needs of automobiles should be incorporated into the Draft Plan. In this way, opportunities to widen rights-of-way, particularly in the core area, can be used to benefit pedestrians as well as drivers.

- The extension of Baseline Road to hook into Timm Drive will result in the loss of agricultural lands; alternatives should be examined.

- The Blackburn Hamlet Bypass as indicated on Schedule C1 constitutes a change; if there is any significant impact on the Greenbelt, such as increased land-take, it will have to be negotiated with the National Capital Commission.

- It should be RMOC policy that their bikeways whenever possible link with other bikeway systems in the Region.

National Capital Commission
Planning Branch
September 18, 1987

143

830-2 /

230-1

848

J.L. Richards & Associates Limited

Consulting Engineers & Planners

864 Lady Ellen Place, Ottawa, Canada K1Z 5M2
Tel. (613) 728-3571 Telex 0534800 Fax (613) 728-6012

October 5, 1987
Our File: 87-10063

VIA COURIER

OTTAWA-CARLETON
RECEIVED
853
OCT 5 1987
CLERK'S DEPARTMENT

Ms. Rosemary Nelson,
Coordinator, Planning Committee,
Regional Municipality of Ottawa-Carleton,
14th Floor,
222 Queen Street,
OTTAWA, Ontario.
K1P 5Z3

Dear Ms. Nelson:

Enclosed is a brief on behalf of the Central Canada Exhibition Association regarding our submission to the Regional Planning Committee.

If you have any questions, please give me a call.

Yours very truly,

Daphne Wretham

Daphne Wretham, M.C.I.P.,
J. L. RICHARDS & ASSOCIATES LIMITED

DW:jl

Encl.

October 5, 1987
Our File: 10063

PRESENTATION TO REGIONAL PLANNING COMMITTEE SEPTEMBER 16, 1987

Re: Proposed Central Canada Exhibition Site, Part of Lots 3 and 4, Concession I and Part of Lot 3, Concession 2, Huntley Ward, Township of West Carleton

Delegation: Peter Vice, Vice and Hunter
Solicitor for C.C.E.A.

Daphne Wretham, J.L. Richards & Associates Limited
Planning Consultant for C.C.E.A.

Marion Seymour
Planning consultant for Township of West Carleton concerning the C.C.E.A. applications

---

The Central Canada Exhibition Association has an option to purchase the above-referenced land. The offer to purchase is conditional on the redesignation and rezoning of the land in the local planning documents. The Central Canada Exhibition Association intends to apply to the Township of West Carleton for these amendments in the near future. The proposal has been discussed with Township Council, with Township representatives and with Regional staff.

It is the intention of the Exhibition Association to begin operations at the new site in 1991.

The engineering and planning consultants are presently conducting a number of studies for the background report to support the local Official Plan amendment. The major studies include municipal servicing, soils, access and the land use survey. The soils report has been completed. For the municipal servicing study, the consultants have met with Regional staff and have looked at various alternatives for providing the sewer and water services. Further investigation is required to determine a preferred alternative. With regard to access to the site, a report was prepared and submitted to the Ministry of Transportation and Communications and a reply has been received. It appears that an interchange at the Queensway and the Huntley Town Line Road will be possible. Most of the information for the land use survey has been collected. In addition, contacts with key agencies are also under way. It is hoped that the background reports will be completed during October. At that time, formal applications to amend the Official Plan and Zoning By-Law of the Township of West Carleton will be filed.

...2

October 5, 1987
Our File: 10063

PRESENTATION TO REGIONAL PLANNING COMMITTEE SEPTEMBER 16, 1987

Re: Proposed Central Canada Exhibition Site, Part of Lots 3 and 4,
Concession I and Part of Lot 3, Concession 2, Huntley Ward
Township of West Carleton

The designation of the land in the Draft Regional Official Plan is partly Agricultural Resource Area and partly General Rural Area. The policies of Section 3.3 of the Draft Plan make specific reference to the Central Canada Exhibition as a Major Community Facility. The designation of the site as a Major Community Facility on Schedule A, Rural Policy Plan, would be required. It would be advantageous to have the land designated in the Regional Plan prior to the adoption by Regional Council. It is appreciated that we are a little early in the process to get that commitment but hope that the timing of our studies with the processing of the Regional Official Plan will be favourable. We will keep in touch to ensure that Regional Planning staff are aware of where we are in the process. It would be our objective to satisfy the necessary requirements in time to have the lands designated as a Major Community Facility in the new Regional Official Plan. It appears from the preliminary work that the site is in accordance with the criteria set out in the Regional Official Plan and that the designation would be appropriate.

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850-2.

**COUNCIL OF WOMEN
OF OTTAWA AND AREA**

**LE CONSEIL DES FEMMES
D'OTTAWA ET LA REGION**

Planning Department
Regional Municipality of Ottawa Carleton
222 Queen Street, Ottawa

Box 34, Station B
September 25, 1987

Attention Barbara MacDonald:
In response to your telephone request to Maria Neil, the presentation of the Council of Women of Ottawa and Area (CWOA) to the Planning Committee on September 16 was strictly oral. The CWOA was expecting a discussion as a follow up to the response of the officials to the CWOA Brief.However I can provide you with an outline of our current thinking.

In the main CWOA was pleased with the response of the officials. However there were a few areas on which it did not appear to be wholly satisfactory so that CWOA deemed it necessary to explain its position more fully.

1) The main concern of CWOA had been with the need for better co-ordination between all bodies with jurisdiction over the use of land. CWOA is concerned that it is both costly and inefficient to have various bodies such as the city of Ottawa, the Regional Govt. and the NCC, all preparing plans for the area individually rather than on a cooperative basis. To this was added a concern that a divided jurisdiction over the past had not always resulted in the best use of land nor the best mix of buildings. CWOA recognizes the difficulties in planning from various points of view - urban, regional and capital area -After considerable research and discussion CWOA recommends that the Regional Government should take on the role of coordinating the other sectors. The attached presentation which was read at the meeting, provides some of thebackground that went into the decision.

2) There also appeared to be a need to expand on some of the CWOA suggestions re neighbourhood planning, more fully explaining the concern that the official regional plan might not be giving enough attention to the probability of changed life style patterns,in particular the need for neighbourhood computer centres and other small office facilities to encourage persons to work near but not in their own residences. We were also concerned that our recommendation for park lands around transit stations, mainly as a noise buffer, may have been misunderstood. The presentation also included a request for child care facilities close to transit stations and the need for more walk and bike paths in the neighbourhood areas.

3) The presentation took the opportunity to expand on the section of the CWOA Brief re housing. CWOA membership was concerned that the RMOC should give high priority to the planning of housing,particularly emergency housing and homes for special need groups. CWOA considers that in this area,as above stated, the RMOC should take responsibility for ensuring that housing for these groups be available and be distributed over the greater Ottawa-Carleton-Capital regions.

OTTAWA-CARLETON
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OCT 8
CLERK'S DEPARTMENT

AFFILIÉ AUX CONSEILS DES FEMMES
NATIONAL ET PROVINCIAL DU CANADA

· 1893 ·

AFFILIATED WITH NATIONAL AND PROVINCIAL
COUNCILS OF WOMEN OF CANADA

4) CWOA also recommends that RMOC take responsibility for coordinating and improving services to tourists - provision of lists focusing on views and activities.

5) Omitted from the presentation because of time constraint was a request that renovations to the old teachers college incorporate meeting space for medium dized meetings of public groups. Possibly the Planning Committee might also consider this.

I hope that these notes may be helpful to you. If you wich further details please phone Maria Neil or me.

Sincerely,

May Nickson
May Nickson

copies to
Ruth Brown, president CWOA
Ruth Bell,committee chairman

Presentation to Regional Municipality of Ottawa Carleton

Review of Official Plan

by

Council of Women of Ottawa and Area

To paraphrase the old story about the Canadian student and her essay on the elephant:

The Region of Ottawa-Carleton: Is it under Federal, Provincial, Regional, or Municipal Jurisdiction? Or is it the N.C.C.?

One of the principal reasons for the creation of the Region was to permit the planning for and development of the Ottawa-Carleton area in a COORDINATED AND ECONOMIC manner.

In this context, the Region is responsible for:

Long Range Planning

Development and implementation of an Official Plan

Approval of official plans of area municipalities to ensure consitency with the Regional Plan, as assumed from the Province several years ago.

The Implementation Policies of the R.M.O.C. include, among others:

Local official plans and zoning by-laws must be brought into conformity with the regional official plan.

Future local officialplan amendments must conform to the Regional Official Plan.

The Region has been delegated specific approval powers by the Province which include, among others, authority to comment to the Ontario Municipal Board on local municipal zoning by-laws; approval of local official plans and amendments.

The above is a very brief overview of the relationship between the Regional Council and its 11 municipalities. This structure has the possibility of a developing and growing cooperation and coordination among these jurisdictions, with fairly clear divisions of jurisdiction, and a means of arbitration, that is the Ontario Municipal Board.

Another jurisdiction is introduced: The influence of the federal government in planning policies and decisions is administered through the National Capital Commission. This body has the responsibility of preparing plans for and coordinating the uses to be made of, the extensive federal land holdings in a wide area.

"Federal and provincial governments are urged to use their considerable land holdings in a way that will support the goals of the official plan." Where is the arbiter in this relationship?

On the one side, the Regional and local municipalities have the structure which can be used to consult and to coordinate the various official plans - line of command and the O.M.B.

On the other side, however, "urging" senior governments may not be a strong enough structure to ensure coordination of long-range planning in the region.

The Council of Women certainly does not advocate still another level of government, nor another creatore of control; the inhabitants of the region already have a superabundance of governance. The Council of Women advocates that some technique of regular consultation, some technique of dispute resolution is required if the planning for our Region is to be developed in a COORDINATED AND ECONOMIC manner.

It would appear that much closer cooperation and coordination be actively developed and undertaken among the various parts of our Regional elephant.

Sources: Official Plan for Ottawa-Carleton Planning Area: A Summary
— Councillor's Briefing Book.

September 16, 1987

7/T. #145

854

OTTAWA HEALTH SCIENCES CENTRE INCORPORATED
CENTRE DES SCIENCES DE LA SANTÉ D'OTTAWA INCORPORÉ
385 CHEMIN SMYTH ROAD, OTTAWA, ONTARIO. K1H 8L2 — Tel.: 737-0224

Children's Hospital of Eastern Ontario
Hôpital pour enfants de l'est de l'Ontario

Hôpital général d'Ottawa
Ottawa General Hospital

wa Crippled Children's Treatment Centre Incorporated
tre de soins pour enfants infirmes d'Ottawa incorporé

Royal Ottawa Hospital
Hôpital royal d'Ottawa

Université d'Ottawa
University of Ottawa

OTTAWA-CARLETON
RECEIVED
OCT 13 1987
PLANNING DEPARTMENT

5 October 1987

Regional Municipality of Ottawa-Carleton
222 Queen Street
OTTAWA, Ontario
K1P 5Z3

Attention: Mr. J.M. Wright
Planning Commissioner

RE: O.H.S.C. Inc. Traffic Study

Dear Mr. Wright:

Further to your letter dated August 31, 1987, in respect to the draft official plan for the Regional Municipality of Ottawa-Carleton.

Enclosed, please find a copy of the traffic study which D.S. Lea and Associates have prepared for the Ottawa Health Sciences Centre, Inc., dated August 1987.

As noted in this report, we are continuing to experience increased traffic on the O.H.S.C. site with the projection of further increases as additional expansion to the existing institutions continue in the immediate future. The existing two entrances/exists to our site on Smyth Road are proving to be inadequate to handle this traffic which necessitates alternate solutions as soon as possible.

We endorse the traffic study which has been submitted by D.S. Lea and Associates as being a practical and acceptable solution for the foreseeable future.

We respectfully suggest that this study, which has been discussed with R.M.O.C. planning personnel during the preparation stage, be reviewed by your office and be included in your recommendations for consideration and implementation as soon as possible.

Mr. J.M. Wright
page 2

We would be happy to meet with you and your staff to discuss this matter in more detail at a date convenient to yourself.

Yours truly,

Ph Bourgault

P. Bourgault
Chairman of the Executive Committee
Ottawa Health Sciences Centre, Inc.

Encl.

OTTAWA HEALTH SCIENCES CENTRE INCORPORATED

SITE ACCESS STUDY

Final Report

August 1987

DS-Lea Associates Ltd.
Consulting Engineers•Planners

856
856
145-3

DS-Lea Associates Ltd.
[illegible]
1240 Ellesmere Road
Scarborough, Ontario M1P 2X4
(416) 299-9050

18 August 1987

Our Ref. 2056/030

Mr. Wm. Forrester
Chairman of the Technical Advisors Committee
Ottawa Health Sciences Centre Incorporated
385 Chemin Smyth Road
Ottawa, Ontario
K1H 8L2

Dear Mr. Forrester:

Re: Site Access Study - Ottawa Health Sciences Centre

We are pleased to present our final report on the above study, which was prepared to assist the OHSCI to establish a policy position with regard to the short and long term accessibility to the complex.

The report may be used as a basis for OHSCI to negotiate access changes with both the Region and the National Capital Commission.

We have reviewed the current signing practices within the complex, and have proposed some principles for establishing a coordinated, and we believe more simplistic approach to signing for the site.

We appreciate the opportunity of undertaking this assignment on behalf of your Committee and will be pleased to answer any further questions that might arise from this document.

Yours very truly

DS-LEA ASSOCIATES LTD.

JTLong

John T. Long, P.Eng.
Project Manager

Xavier Fernandez

Xavier V. Fernandez, P.Eng.
Regional Director

:ecf

:attach.

Vancouver • Winnipeg • Toronto • Ottawa • London • Overseas

DS-Lea Associates

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1.0 SITE ACCESS & TRAFFIC DISTRIBUTION

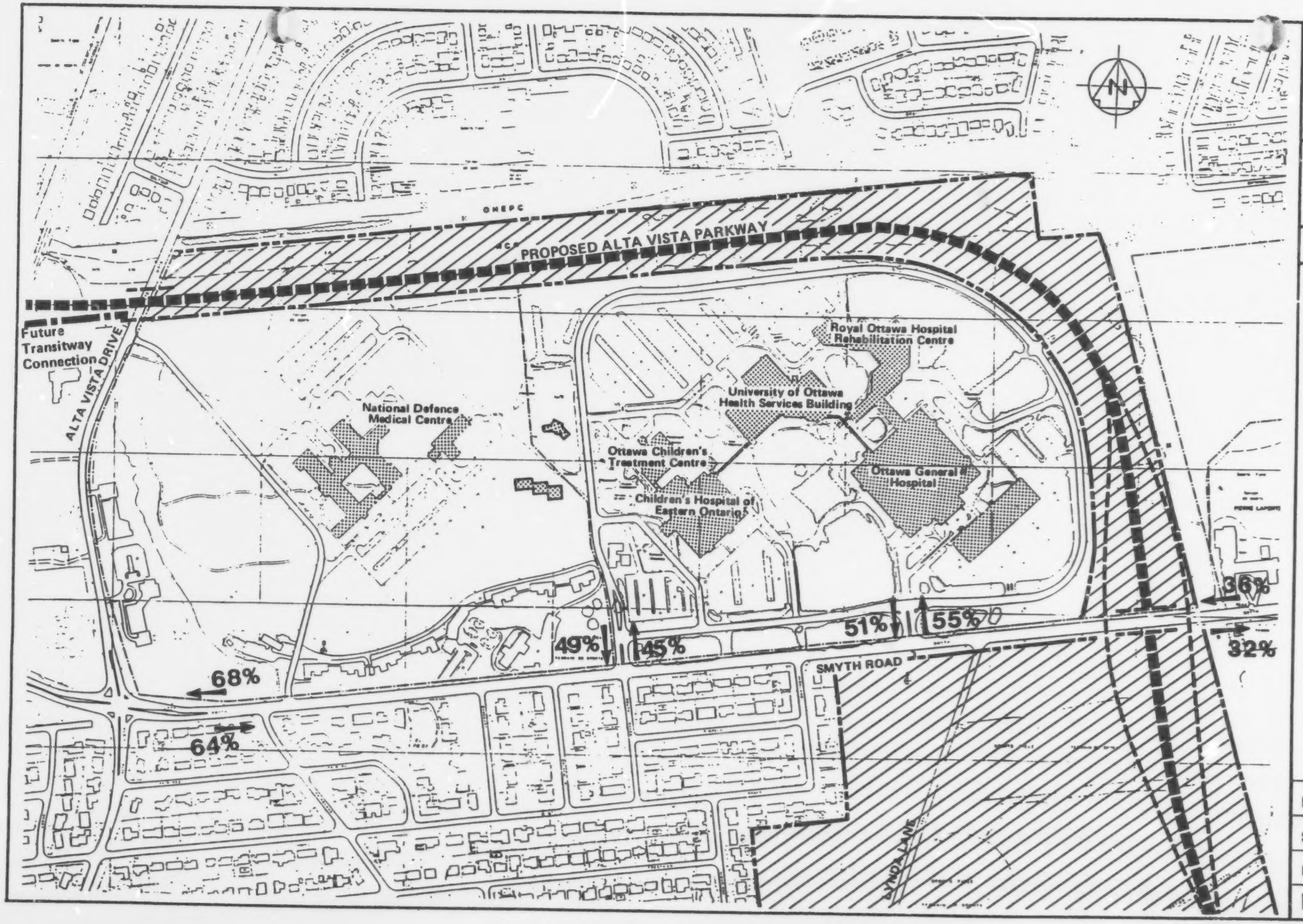
Access to the OHSCI lands is presently restricted to only two points, both from Symth Road. This limited access is unusual for such a large complex of a major regional significance.

Currently two thirds of the OHSC traffic approaches and leaves using Smyth Road to the west with the balance from Smyth Road to the east.

On a typical weekday approximately 6,000 vehicles enter and leave the complex between 7:00 a.m. and 7:00 p.m. This traffic represents almost 50% of the total vehicles on Smyth Road. Over 80% of employees and visitors use private cars to get to the complex and 15% use transit. There are about 2,800 parking spaces on the lands, with over 50% being located within the immediate environs of the General Hospital. In traffic terms the complex generates as much traffic as a large regional shopping centre such as Bayshore or St. Laurent.

The traffic entering and leaving the complex is split evenly between the two entrances. However, the turning conflicts at the General Hospital are more severe. Because of the close proximity of Ring Road and Smyth Road, there is inadequate distance for queuing traffic. This often leads to turning traffic blocking through movements and inefficient use of the "green time" at the signalized intersections. Traffic accidents at the two signalized intersections are unusually high. The absence of left turning lanes and traffic volume pressures are contributory factors for these high accident rates. It is recommended that regardless of any other measures to improve site access, the turning lanes on Smyth Road currently being discussed with the RMOC, be provided in the near term.

The lands to the north and east of the OHSCI lands are owned by the National Capital Commission (Figure 1). These lands are designated "Corridor Land" in the 1986 Federal Land Use Plan. The N.C.C. has advised that the corridor is being reserved for a regional road known as the Alta Vista Parkway.


PROPOSED ALTA VISTA PARKWAY
Future Transitway Connection
ALTA VISTA DRIVE
National Defence Medical Centre
Royal Ottawa Hospital Rehabilitation Centre
University of Ottawa Health Services Building
Ottawa Children's Treatment Centre
Children's Hospital of Eastern Ontario
Ottawa General Hospital
SMYTH ROAD
LYNDA LANE
N
68%
64%
49%
45%
51%
55%
36%
32%

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Consulting Engineers • Planners

OTTAWA HEALTH SCIENCES CENTRE INC.

Site Access Study

▨ NCC Corridor Lands

859

SITE ACCESS & TRAFFIC DISTRIBUTION

Date June 1987
Scale
Project No. 2056
Figure 1

145-7

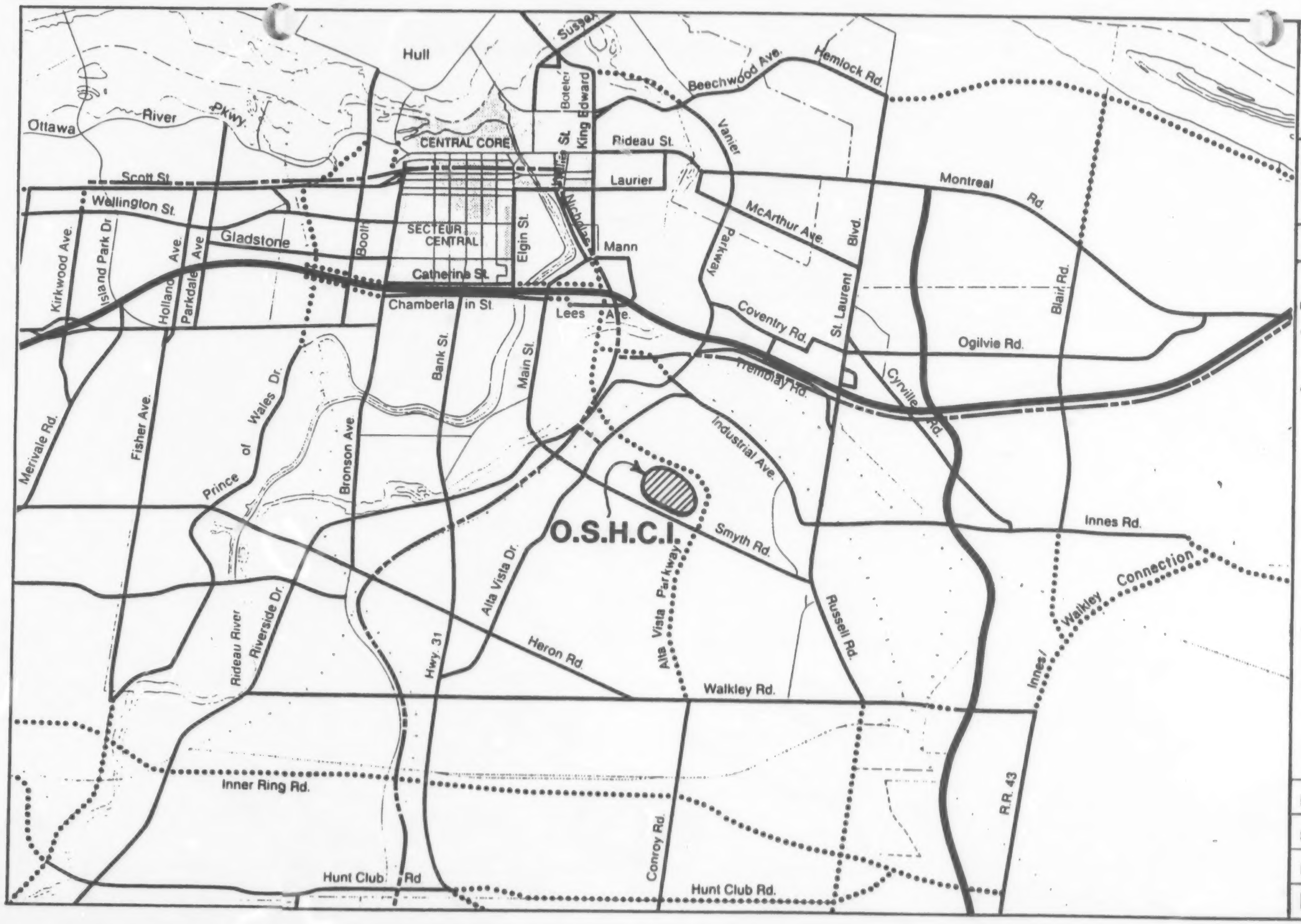
2.0 PROPOSED REGIONAL TRANSPORTATION PLAN

Figure 2 shows the most recent transportation planning proposals of the Regional Municipality of Ottawa-Carleton contained in the Draft Official Plan published in May 1987.

The proposed Alta Vista Parkway is shown as the northerly extension of Conroy Road skirting the OHSCI lands, and then crossing the railway and the Rideau River. Interchanges are proposed between the Alta Vista Parkway and The Queensway and Industrial Avenue (extended) in the vicinity of the Hurdman Transit Station. The Draft Official Plan priorizes various new roads as either Tier 1 or Tier 2. Although no specific time frames are mentioned it is concluded from discussions with RMOC staff that Tier 2 road needs are unlikely to be constructed until the period beyond the year 2000. The Alta Vista Parkway is designated as a Tier 2 road.

It is a reasonable planning premise that the access benefits afforded by the construction of the Alta Vista Parkway cannot be assumed within a 20 year time frame. It will be necessary however, to plan the development of the OHSCI lands and the adjacent lands in the context of the Parkway and to implement access improvements which are compatible with this facility. Further, it is suggested that in the planning and design of the Parkway, the regional importance of the OHSC complex be recognized and that undertakings are sought from the Region to ensure that the Parkway enhances rather than restricts access to the OHSC lands.

145-8


Hull
Ottawa
River
Pkwy.
Sussex
Boteler
King Edward
Beechwood Ave.
Hemlock Rd.
Vanier
CENTRAL CORE
Rideau St.
Waller St.
Scott St.
Laurier
Montreal
Rd.
Wellington St.
Nicholas
McArthur Ave.
Gladstone
Booth
SECTEUR CENTRAL
Elgin St.
Mann
Parkway
Blvd.
Kirkwood Ave.
Island Park Dr.
Holland Ave.
Parkdale Ave.
Catherine St.
Blair Rd.
Chamberlain St.
Lees Ave.
Coventry Rd.
St. Laurent
Ogilvie Rd.
Tremblay Rd.
Cyrville Rd.
Bank St.
Main St.
Prince of Wales Dr.
Merivale Rd.
Fisher Ave.
Bronson Ave.
Industrial Ave.
O.S.H.C.I.
Innes Rd.
Smyth Rd.
Alta Vista Dr.
Alta Vista Parkway
Walkley Connection
Rideau River
Riverside Dr.
Hwy. 31
Heron Rd.
Russell Rd.
Innes/
Walkley Rd.
Inner Ring Rd.
R.R. 43
Conroy Rd.
Hunt Club Rd
Hunt Club Rd.

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▬ Provincial Highway
— Existing Regional Roads
••••••• Proposed Regional Roads
— — — Transitways

098

PROPOSED REGIONAL TRANSPORTATION PLAN

Date June 1987

Scale

Project No. **2056**

Figure 2

145-4

3.0 FUTURE DEVELOPMENT CONCEPT FOR THE OHSC LANDS & ADJACENT PROPERTIES

In 1978, the Parkin Partnership, Architects Planners, prepared a conceptual site planning report on the easterly and westerly auxiliary lands. The recommended plan is shown in Figure 3. This study was updated by Dunlop Farrow Aitken Cansfield in 1986, who concluded that the general concept and approach of the Parkin study was still valid. Each of the five institutions within the "prime site" has immediate and long term expansion plans as summarized below.

3.1 Ottawa General Hospital

Some 80 additional beds will become operational in August 1987. There is space for a further 80 beds on the fifth floor of the building, which is constructed but not finished internally. Known future expansion requirements could increase the total building area by a further 560,000 - 700,000 sq. ft., or more than double the present facilities.

3.2 Royal Ottawa Hospital

There are proposals to double the present bed capacity of this institution within the next five years by an easterly expansion of the buildings. In the longer term, additional facilities are envisaged which would create an additional 600,000 - 780,000 sq. ft. of building area or between four and six times the present space.

3.3 Children's Hospital of Eastern Ontario

A master plan for this facility is currently being prepared. The present buildings contain some 417,000 sq. ft., with known expansion requirements for a further 570,000 sq. ft. This expansion will occur both vertically and laterally.

3.4 Ottawa Children's Treatment Centre

The present building comprises approximately 30,000 sq. ft., with a planned expansion over the next five years of between 60,000 - 100,000 sq. ft.

3.5 University of Ottawa

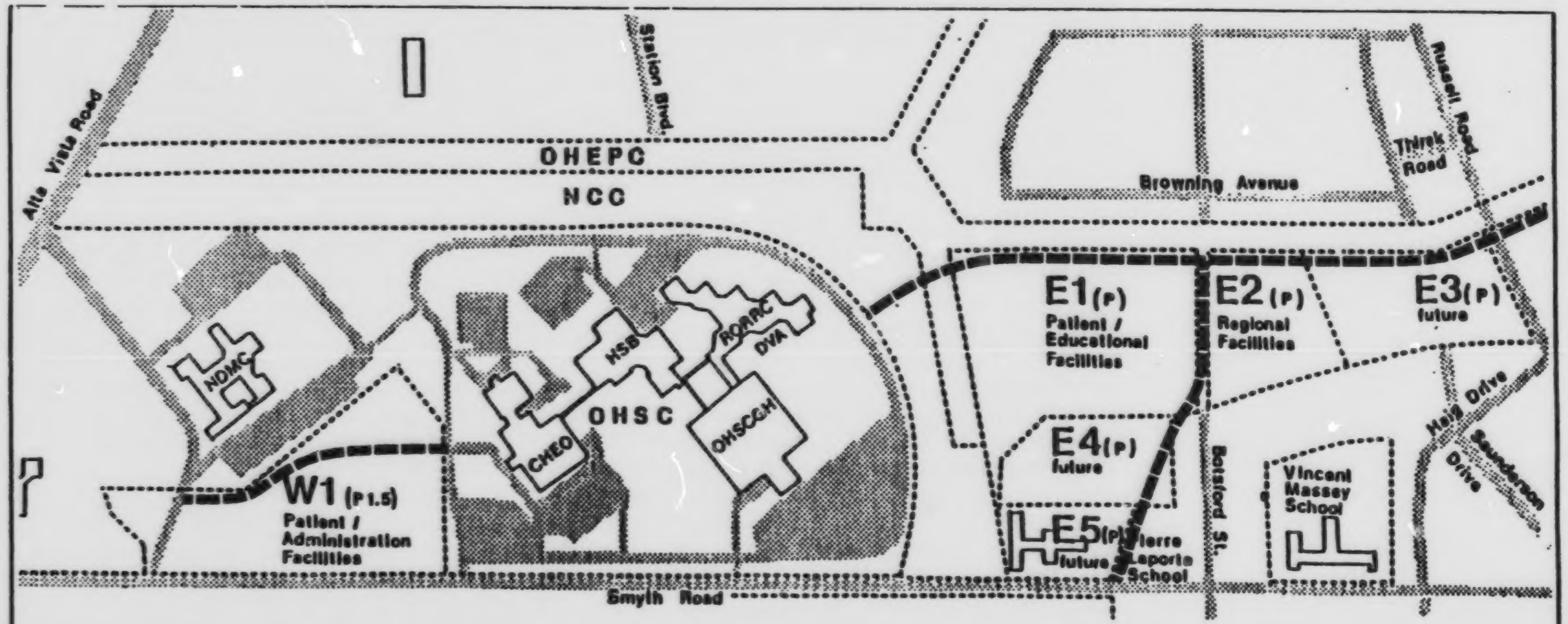
The building currently accommodates about 900 nursing and medical students, together with a staff of approximately 350. Total expansion capacity is believed to be approximately 125,000 - 160,000 sq. ft., the majority of which will likely occur beyond a five year time frame.

These building expansions, together with possible development of the easterly and westerly auxiliary lands will increase traffic very significantly.

Parkin
Partnership

Architects
Planners

147 Front Street West
Toronto, Canada M5J 1E9
Phone (416) 863-9360
Cable: Parkintor


Alta Vista Road
Station Blvd.
OHEPC
NCC
NOMC
NSB
RORRC
DVA
OHSC
CHEO
OHSCCH
W1 (P1.5)
Patient / Administration Facilities
Browning Avenue
Russell Road
Thirsk Road
E1 (P)
Patient / Educational Facilities
E2 (P)
Regional Facilities
E3 (P)
future
E4 (P)
future
E5 (P)
future
Pierre Laporte School
Botsford St.
Vincent Massey School
Haig Drive
Saunderson Drive
Smyth Road

W1: PATIENT/ADMINISTRATION FACILITIES

- Administration Buildings
  - . Medical Council of Canada
  - . Association of Medical Colleges
  - . Canadian Hospital Association
- Red Cross Headquarters
- Hostel
- Salvation Army

E 1/E4f/E5f: PATIENT/EDUCATION FACILITIES

- National Maternity Hospital
- Tumor Reference Centre
- Opthalmology Centre
- Mental Health Resource Centre
- Ambulatory Care
- Gerontology Centre
- Para-Medical Training Centre
- Other Special Care Facilities beyond Acute Care

E2/E3f: REGIONAL FACILITIES

- Commissariat
- Laundry/Linen
- Sterile Process
- Computer Facility
- Central Laboratory

Project CONCEPTUAL SITE PLANNING
EASTERLY & WESTERLY AUXILIARY LANDS
Subject OHSC, INC.
LAND USE PLAN

Project No 7808
Date 30 May 1978
Category Figure 2

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Site Access Study

▬▬ Proposed Roads

FUTURE DEVELOPMENT CONCEPT

Date June 1987
Scale
Project No. **2056**
Figure 3

145-10

7

4.0 LONG TERM ACCESS CONCEPT
(Alta Vista Parkway Grade Separated)

Preliminary conceptual plans for the Alta Vista Parkway, prepared by the Transportation Department of the RMOC, indicate that the facility will be a grade separated roadway with an interchange at Smyth Road and passing either above or below Alta Vista Road, without interconnecting ramps.

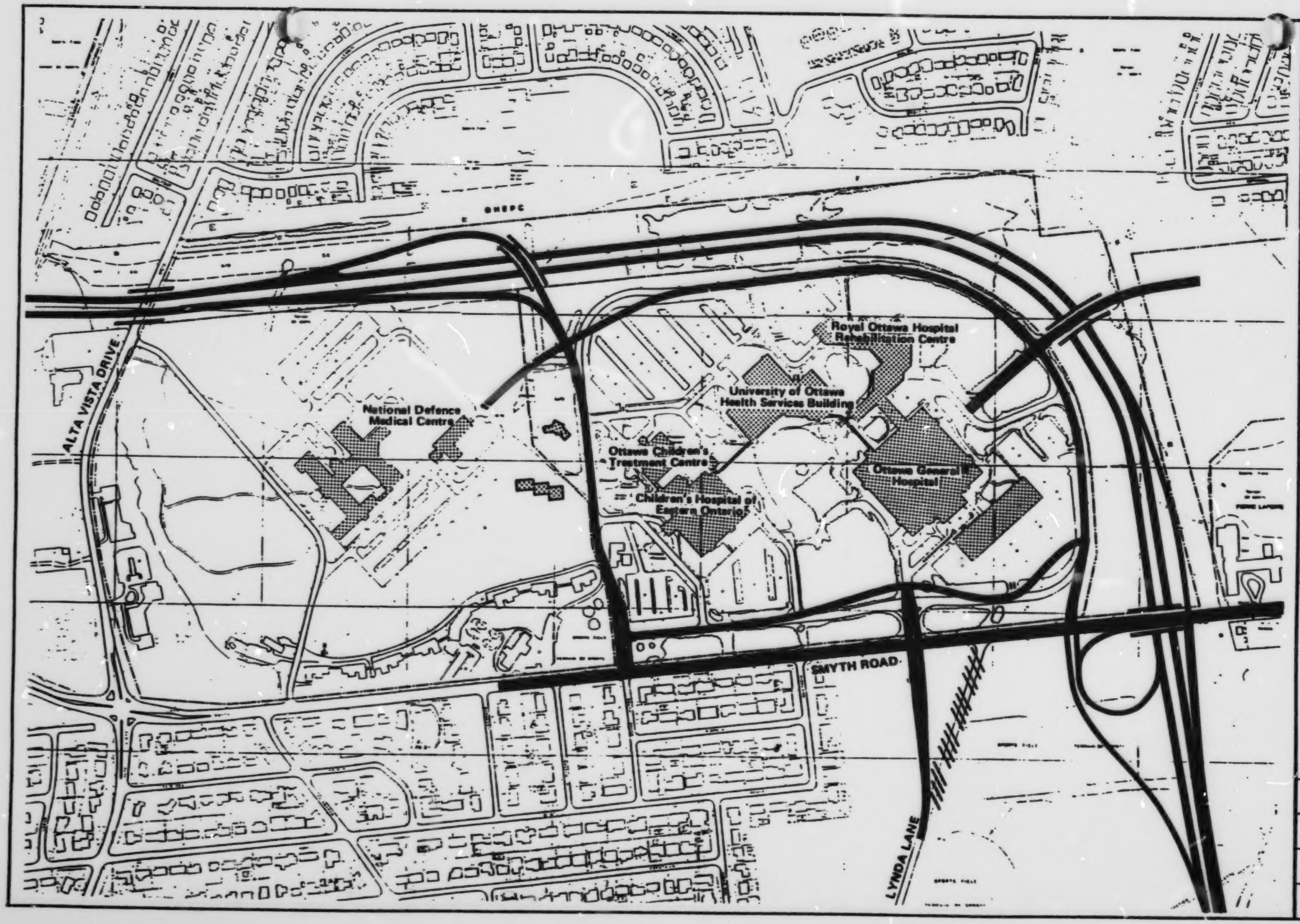
The plans for the interchange at Smyth Road anticipated a simple "diamond" type of arrangement similar to that shown in Figure 1. A modified interchange design has been developed and is shown in Figure 4. This would allow direct connections between the interchange ramps and the OHSC Ring Road.

Because a large percentage of the traffic to and from the complex is from the west, and recognizing that the additional development of the lands will further increase traffic, it is recommended that in the planning of the Alta Vista Parkway provision should be made for a direct access to the OHSC lands from the Parkway, generally as shown in Figure 4.

Both proposals for improving access to the OHSC from the Parkway were reviewed with regional staff on 25 June 1987. It was generally concluded that the proposals had merit, although it may be difficult to secure firm commitments from the Region because of a long term scheduling of the project. Representations could be made to the Region, as part of the public review of the Draft Official Plan, to propose that the policy statements relating to the Alta Vista Parkway should include a provision for direct access to the OHSC complex.

Although the Alta Vista Parkway would be built by the Region the N.C.C. has some control over the design of the facility because of their ownership of the corridor.

145.11


ALTA VISTA DRIVE
National Defence Medical Centre
Royal Ottawa Hospital Rehabilitation Centre
University of Ottawa Health Services Building
Ottawa Children's Treatment Centre
Children's Hospital of Eastern Ontario
Ottawa General Hospital
SMYTH ROAD
LYNDA LANE
OHEPC

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LONG TERM
ACCESS CONCEPT
ALTA VISTA PKWY
GRADE
SEPARATED

Date June 1987

Scale

Project No. 2056

Figure 4

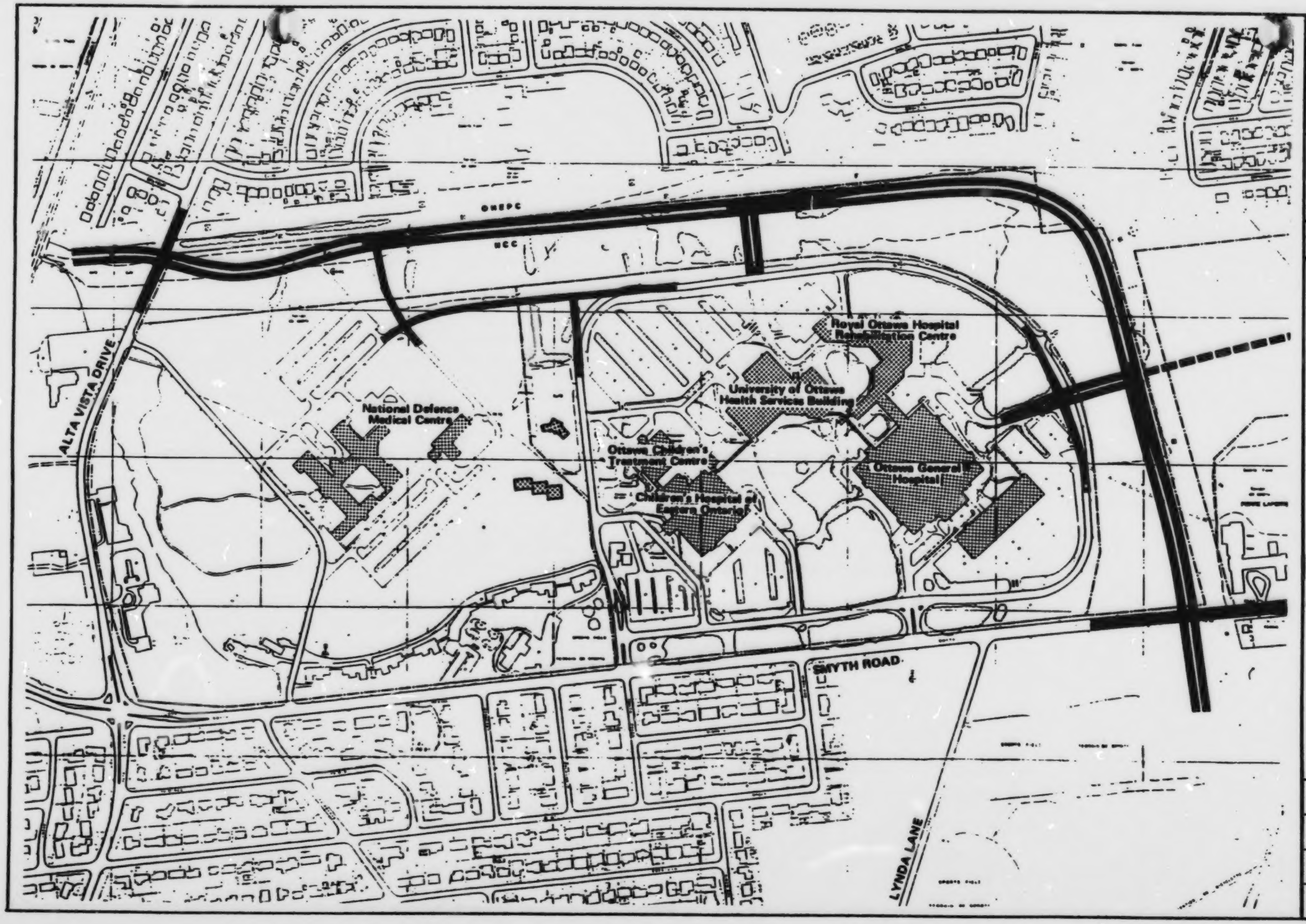
#5-12

5.0 LONG TERM ACCESS CONCEPT
(Alta Vista Parkway at Grade)

The staff of the N.C.C. have a somewhat different perception than regional staff for the Alta Vista Parkway. This being more of a lower capacity facility similar to the Vanier Parkway, with at grade signalized intersections.

The type of roadway to be constructed may depend on decisions related to urban development in South Gloucester. This will likely be debated in the current Official Plan review. If an at grade roadway was constructed, the type of access to the OHSC complex from the Alta Vista Parkway could be similar to that shown in Figure 5, with simple signalized intersections to radial roads interconnecting with the Ring Road.

145-13


ONEPC
NCC
ALTA VISTA DRIVE
National Defence
Medical Centre
Royal Ottawa Hospital
Rehabilitation Centre
University of Ottawa
Health Services Building
Ottawa Children's
Treatment Centre
Children's Hospital of
Eastern Ontario
Ottawa General
Hospital
SMYTH ROAD
LYNDA LANE

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Site Access Study

LONG TERM ACCESS CONCEPT ALTA VISTA PKWY AT GRADE

Date June 1987

Scale

Project No. 2056

Figure 5

145-14

6.0 ALTERNATIVE OPTIONS FOR ADDITIONAL SITE ACCESS

It is recommended that a development of the size and regional significance of the OHSC complex should have at least two additional access points from the adjacent arterial road system. Currently accessibility to the complex is very vulnerable to congestion, accidents or physical interruptions along Smyth Road.

Figure 6 shows various options for the provision of access from Alta Vista Drive and an additional access from Smyth Road. It is probable that both the Region and the N.C.C. will have to be convinced that such additional access roadways would be compatible with their perceptions for the ultimate development of the Alta Vista Parkway. It is believed that this can be achieved.

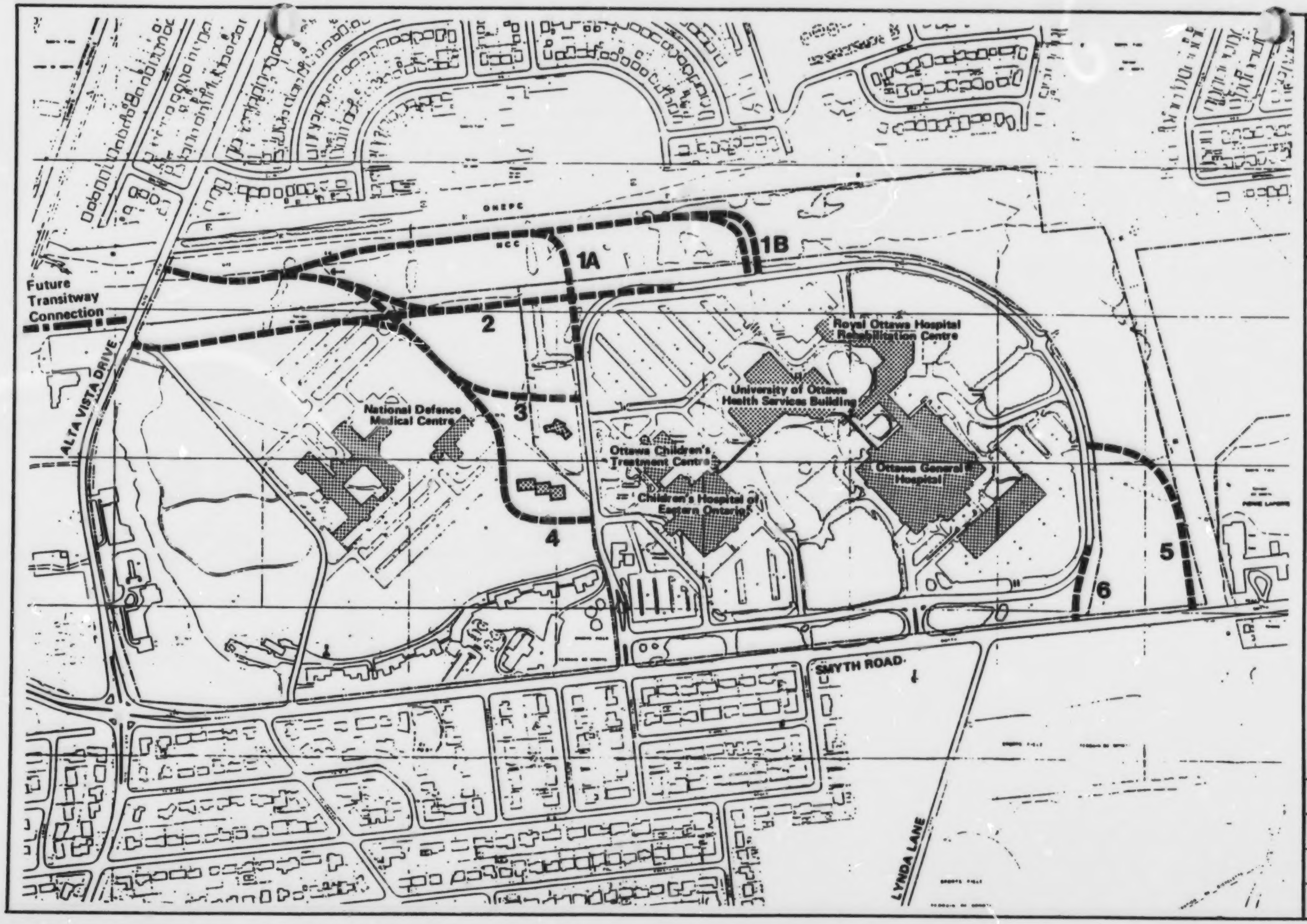
Two major options exist for a new access from Alta Vista Drive. Firstly, within the N.C.C. corridor lands and secondly, within the property owned by the National Defence Medical Centre. It is recommended that a joint position be established between OHSCI and the National Defence Medical Centre on the preferred road alignment, recognizing property ownerships and the time to negotiate an interim arrangement with the various parties involved.

A second new access to the site should be developed at the easterly property limits by providing a connection between Smyth Road and the Ring Road. Two alignment options are shown in Figure 6.

In order to reduce traffic at the General Hospital Entrance, employee related traffic entering and leaving the General Hospital parking should be directed towards this new easterly entrance.

If an agreement can be reached with the National Defence Centre on the preferred access option from Alta Vista Drive, then further meetings with the RMOC, N.C.C. and the City of Ottawa should be held to obtain the necessary approvals to construct the new access roadway.

145-15


ONEPC
NCC
1A
1B
Future Transitway Connection
2
3
4
5
6
ALTA VISTA DRIVE
National Defence Medical Centre
Royal Ottawa Hospital Rehabilitation Centre
University of Ottawa Health Services Building
Ottawa Children's Treatment Centre
Children's Hospital of Eastern Ontario
Ottawa General Hospital
SMYTH ROAD
LYNDA LANE

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Site Access Study

ALTERNATIVE OPTIONS FOR ADDITIONAL SITE ACCESS

Date June 1987
Scale
Project No. 2056
Figure 6

864

145-16

7.0 ALTERNATIVE ACCESS DESIGN - GENERAL HOSPITAL ENTRANCE

When the original site plan for the OHSC lands was approved in 1977 an agreement was executed with the City of Ottawa, which included a provision that "when traffic had increased to the extent that, in the opinion of the Regional Transportation Department, a left turn lane was warranted (on Smyth)" the cost would be borne by the "developer" - now the OHSCI. This undertaking was limited to the General Hospital Entrance. The Region now wishes to construct this road widening at an estimated cost of $ 84,000 (1986). A widening on Smyth Road would improve traffic flow on this regional road, but would do little to overcome a major problem on site.

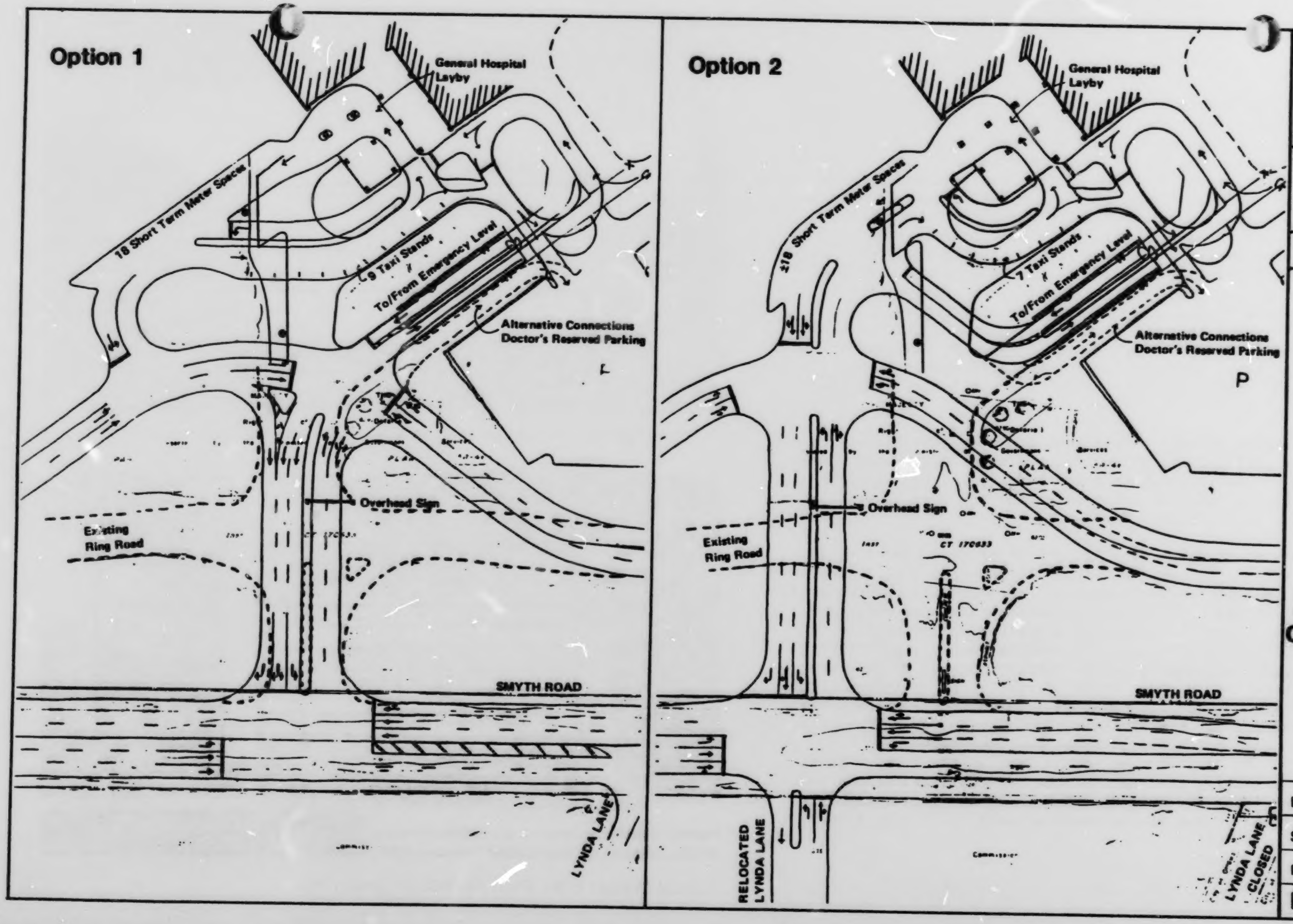
Two alternative designs have been developed to improve the General Hospital entrance, as shown in Figure 7.

Option 1 maintains the present entrance location but deflects the Ring Road northerly to provide increased vehicle queuing and channelization distances. Access to the drop-off area in front of the General Hospital would be more indirect, with preference given for ambulances to the emergency department ramps.

Option 2 relocates the entrance westerly and provides a more simplified four way intersection on site, but a more direct routing for vehicles. A similar northerly deflection of the Ring Road is shown.

It is recommended that the OHSCI establishes a short and long term program of access and road improvements to maintain efficient and adequate access to the site. Priorities should be established in keeping with further site developments.

145-17


Option 1
General Hospital Layby
18 Short Term Meter Spaces
9 Taxi Stands
To/From Emergency Level
Alternative Connections Doctor's Reserved Parking
Overhead Sign
Existing Ring Road
SMYTH ROAD
LYNDA LANE
Option 2
General Hospital Layby
18 Short Term Meter Spaces
7 Taxi Stands
To/From Emergency Level
Alternative Connections Doctor's Reserved Parking
P
Overhead Sign
Existing Ring Road
SMYTH ROAD
RELOCATED LYNDA LANE
LYNDA LANE CLOSED

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Site Access Study

865

ALTERNATIVE ACCESS DESIGNS GENERAL HOSPITAL ENTRANCE

Date June 1987

Scale

Project No. 2056

Figure 7

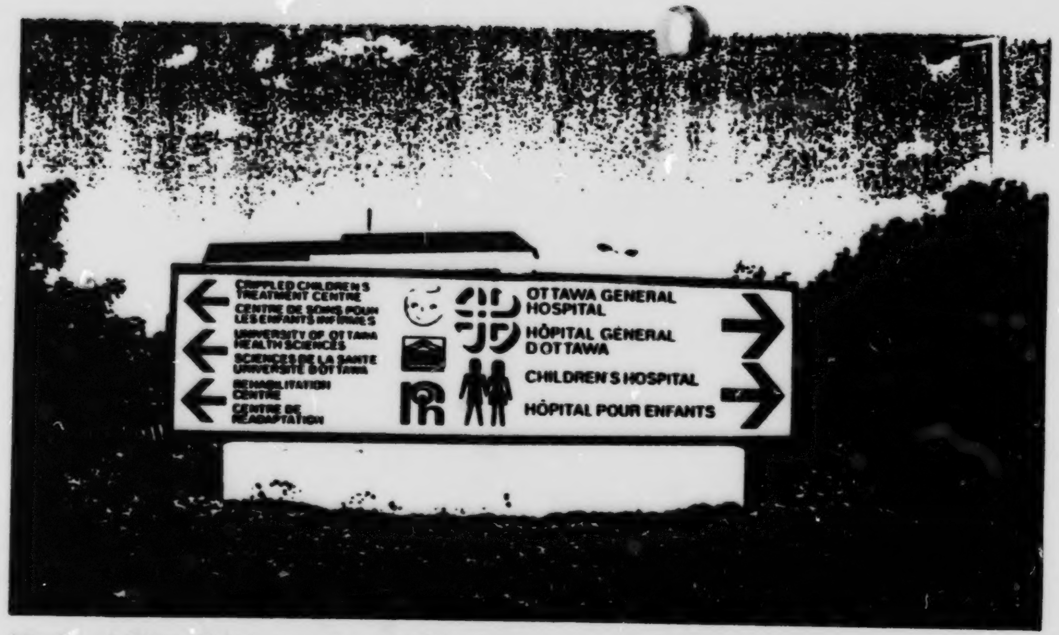
145-18

8.0 TRAFFIC SIGNING

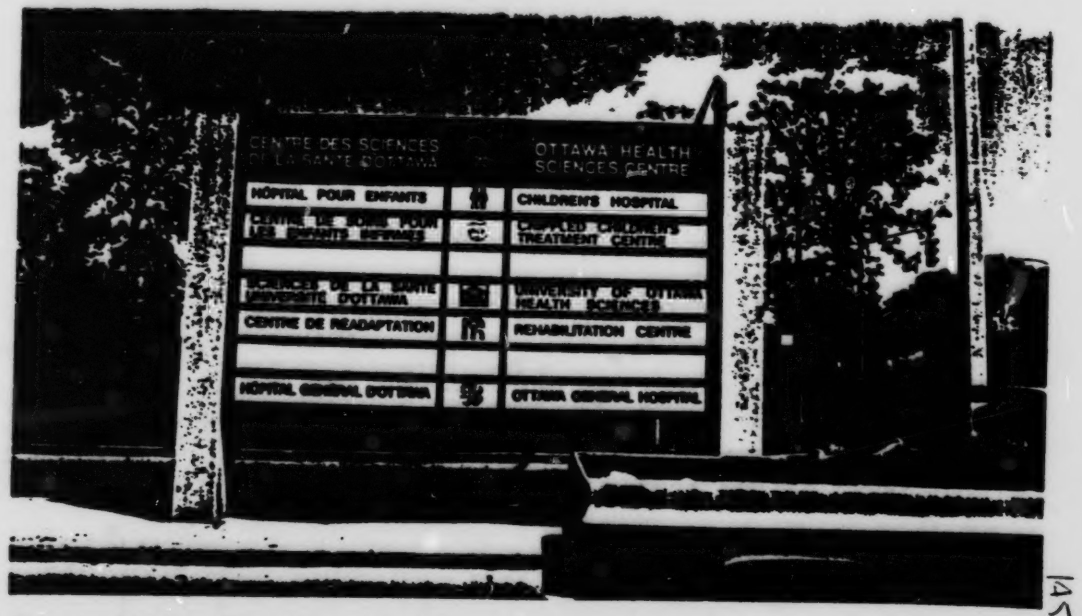
The signing needs of the Ottawa Health Sciences Centre is complicated due to the number of independent facilities that require directional signing, the need to have bilingual signs, and the configuration of the road systems serving the complex. Some examples of the signing in the centre are shown in the photographs opposite. Over 80% of the visitors to the hospitals use private automobiles. The signing system needs to be very clear and if possible simple. The major need for signing is to direct patients and visitors who are not familiar with the complex, rather than for employees who require little guidance. Commercial vehicles making deliveries to the various facilities may also require guidance if deliveries are made on an infrequent basis. Each of the major institutions has its own logo, and these have been incorporated in some of the present directional signing. Apart from the logo for the Children's Hospital it is believed that use of logos complicates and confuses rather than assists in the direction of traffic. Even with the Children's Hospital logo, the symbol might be mistaken for a children's crossing area if incorporated in a directional sign board, because of its similarity with the standard traffic sign.

Many of the signs in the complex attempt to transmit too many messages within a single sign board. This is particularly evident at the major entrances, where drivers have a few seconds to absorb the sign board message and to manoeuvre the vehicle into the appropriate lane for entering either the emergency entrance, hospital foyers or parking areas.

In some respects the impression is given of a "layering" of directional signs by different institutions within the complex. It is recommended that, wherever possible, signs should utilize the standard symbols, lettering and colours used on roadway signs throughout Canada. Considerable research has been undertaken by the major road agencies in Canada to establish a uniform set of traffic control devices, including the size and form of lettering, arrows, and other symbols. We now have relative consistency across Canada and most drivers are accustomed to instantly recognizing various types of regulatory or information signs. A stylized form of signing has been adopted in some of the signs within the present complex. An example of this is the stylized arrows used on many of the boards, as indicated in the photographs. These are considered inappropriate and confusing both in scale and in the form of the arrow. It is recommended that, wherever possible, the names of the various institutions be simplified, rather than containing the full description of the institution. For instance, the use of Ottawa in any of the signs appears to be superfluous.

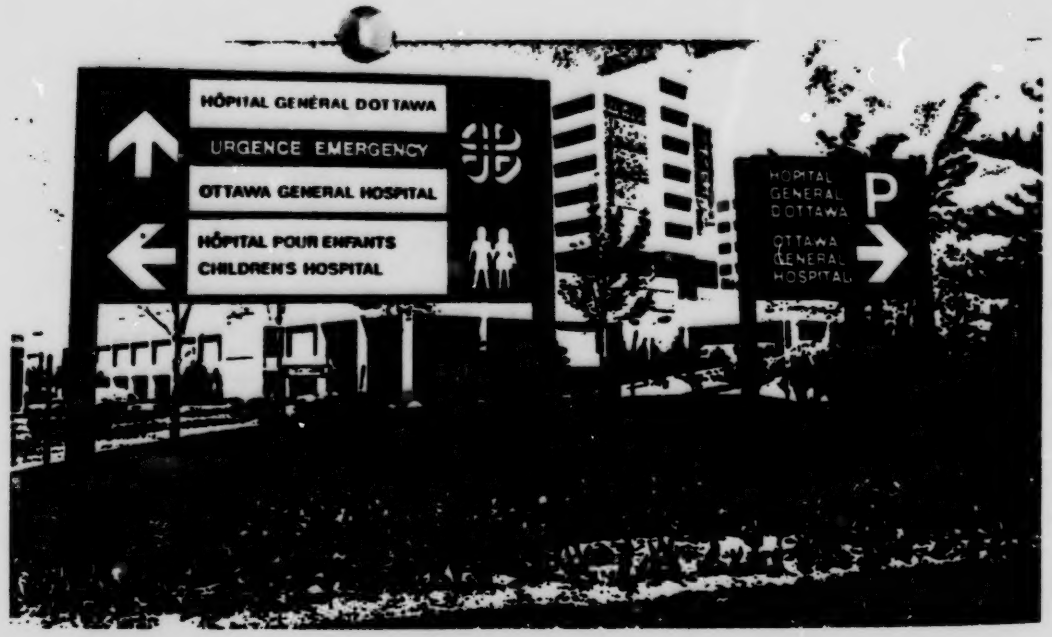

CRIPPLED CHILDREN'S TREATMENT CENTRE
CENTRE DE SOINS POUR LES ENFANTS INFIRMES
UNIVERSITY OF OTTAWA HEALTH SCIENCES
SCIENCES DE LA SANTE UNIVERSITE D'OTTAWA
REHABILITATION CENTRE
CENTRE DE READAPTATION
OTTAWA GENERAL HOSPITAL
HÔPITAL GÉNÉRAL D'OTTAWA
CHILDREN'S HOSPITAL
HÔPITAL POUR ENFANTS

North at Sign, T-Intersection of West Entrance & South Perimeter Rd.

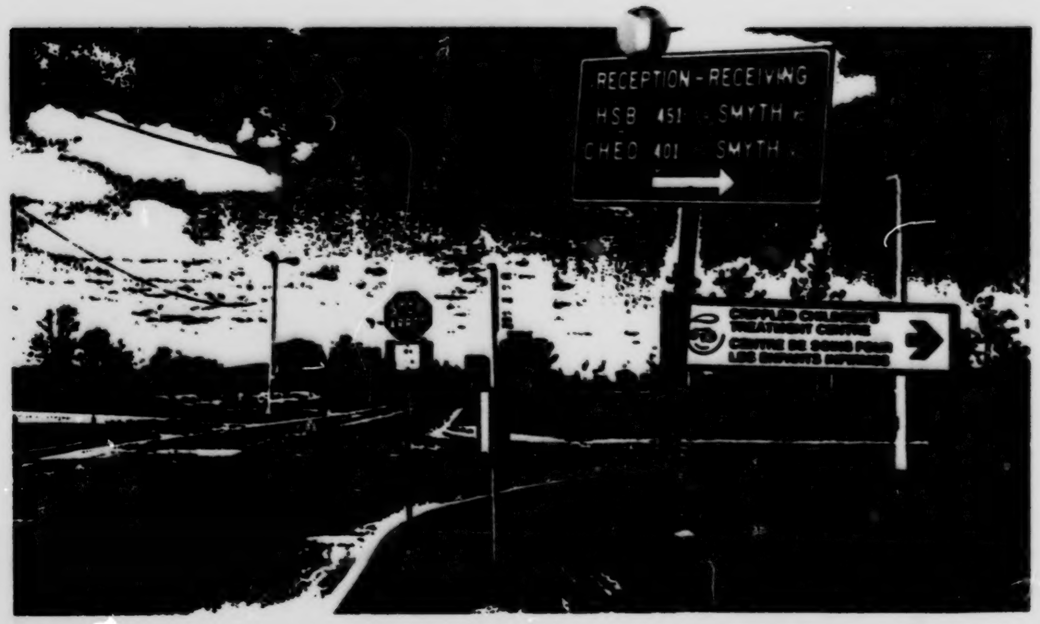

CENTRE DES SCIENCES DE LA SANTE D'OTTAWA
OTTAWA HEALTH SCIENCES CENTRE
HÔPITAL POUR ENFANTS
CHILDREN'S HOSPITAL
CENTRE DE SOINS POUR LES ENFANTS INFIRMES
CRIPPLED CHILDREN'S TREATMENT CENTRE
SCIENCES DE LA SANTE UNIVERSITE D'OTTAWA
UNIVERSITY OF OTTAWA HEALTH SCIENCES
CENTRE DE READAPTATION
REHABILITATION CENTRE
HÔPITAL GÉNÉRAL D'OTTAWA
OTTAWA GENERAL HOSPITAL

East at Median Sign, West Access at Smyth Rd.

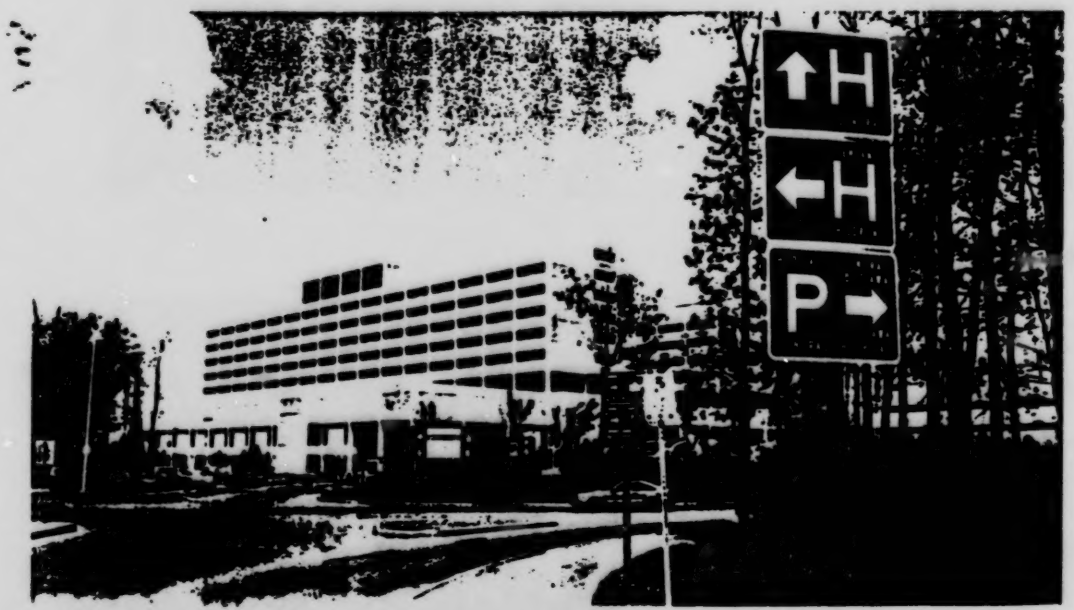
145-19


HÔPITAL GENÉRAL DOTTAWA
URGENCE EMERGENCY
OTTAWA GENERAL HOSPITAL
HÔPITAL POUR ENFANTS
CHILDRENS HOSPITAL
HOPITAL GENERAL DOTTAWA
OTTAWA GENERAL HOSPITAL
P

North at Signs, Intersection of General Hospital Entrance & South Perimeter Rd.


RECEPTION - RECEIVING
HSB 451 SMYTH
CHEO 401 SMYTH

North at Signs, Intersection of C.T.C. Entrance on West Perimeter Rd.



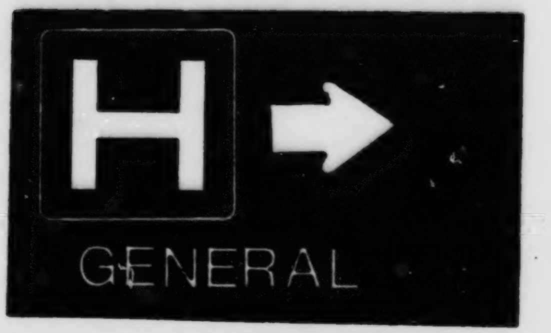
North at Signs, East Access at Smyth Rd.

866

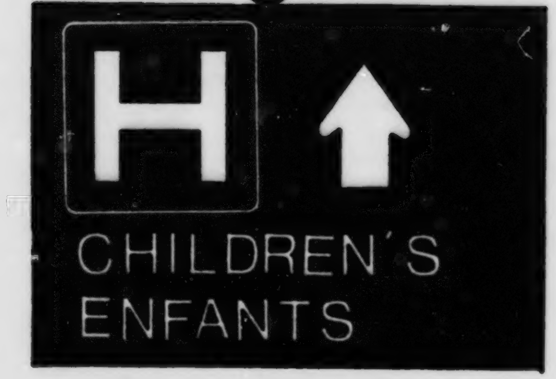
145.20

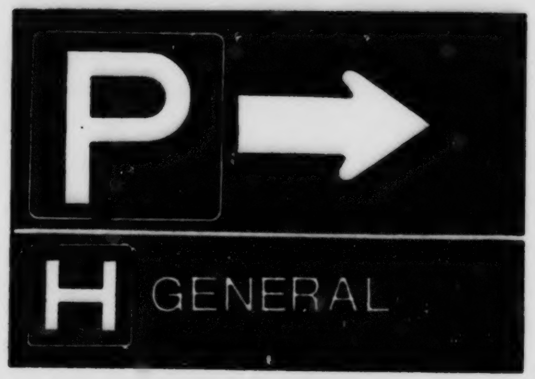
Within the terms of reference for the study it is not possible to prepare a detailed signing design and layout plan for the OHSC complex. Rather the following recommendations suggest some basic principles which should be followed in implementing signing changes.

- the signs should be simple, direct and uncluttered
- signs should generally comply with, or build upon, the uniform traffic control devices including the use of colour (see examples opposite)
- all signs should be reflectorized
- overhead signs would be advantageous on Smyth Road, but may only be practical if left turn lanes are provided at the two entrances. Overhead signs should also be considered within the two entrances from Smyth Road
- the ring road should be given a specific street name, preferably with a medical connotation
- symbols should only be used where the meaning is unambiguous and is instantly recognized



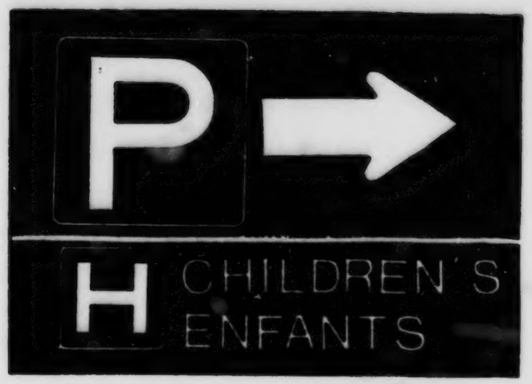
Blue Background White Symbols

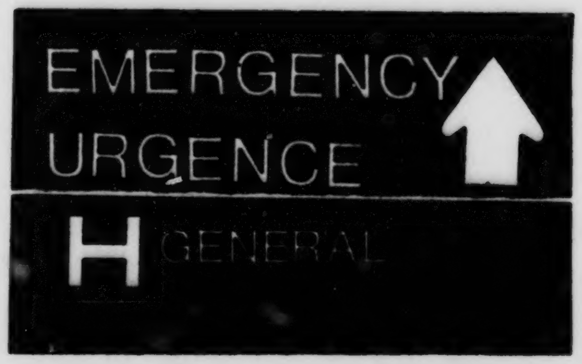

H
CHILDREN'S
ENFANTS



Green Background White Symbols

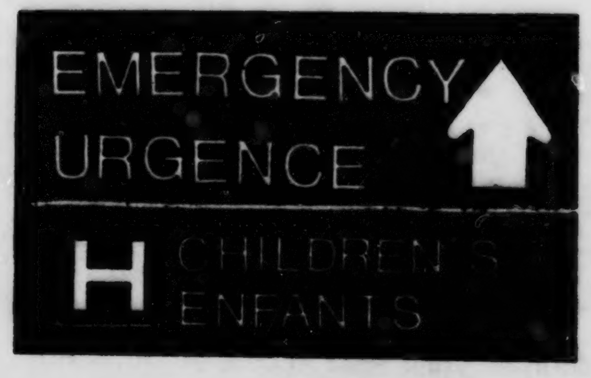
Blue Background White Symbols


P
H
CHILDREN'S
ENFANTS


EMERGENCY
URGENCE
H
GENERAL

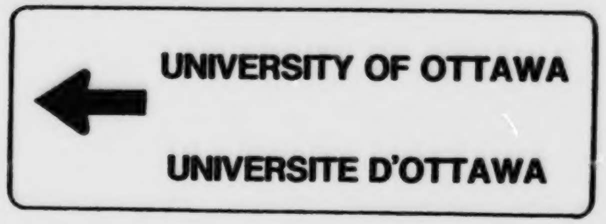
Red Background White Symbols

Blue Background White Symbols


EMERGENCY
URGENCE
H
CHILDREN'S
ENFANTS

108

145-21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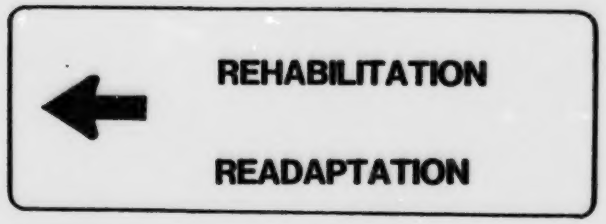
UNIVERSITE D'OTTAWA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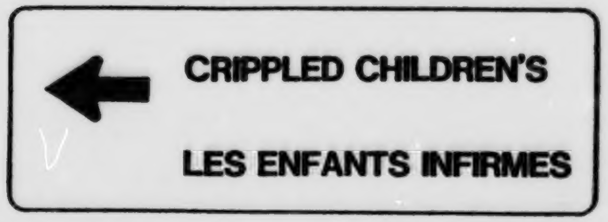
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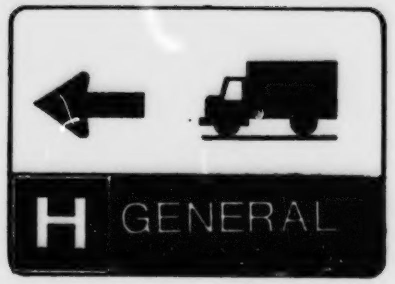

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Blue Background White Symbols

- individual institutions should not install signs unless conforming to an adopted signing format and location plan
- the most pronounced signing should be to the emergency reception areas. Such signs should be illuminated
- the upper part of the sign should be the predominate message
- the size of signs and the symbols and lettering should reflect the actual sight distances necessary for users to safely and effectively enter and turn on approaching and circulatory roadways
- the precise location of signs conforming to an approved plan should be established on site by a competent person, making minor adjustments to reflect field conditions during both day time and night time conditions, and in considering seasonal variations in climate and vegetation.

868

145-22

#146

869

Ontario

Ministry of
Northern Development
and Mines

October 14, 1987

Regional Municipality of Ottawa-Carleton
Policy & Program Division
Planning Department
222 Queen Street
Ottawa, Ontario
K1P 5Z3

ATTN: Mr. N. Tunnacliffe

Dear Mr. Tunnacliffe:

SUBJECT: **Draft Official Plan**
Regional Municipality of Ottawa-Carleton

As part of the procedure the Ontario Ministry of Natural Resources follows in commenting on planning matters, a copy of MNR comments relating to the Ottawa-Carleton Draft Official Plan was forwarded to our office. The Ministry of Northern Development and Mines now deals with matters concerning all mineral resources, excluding aggregate and energy.

For this reason we feel that it is necessary that MNDM be informed of any planning matters concerning mineral resources. Section 5.2.7.10 specifically deals with silica sand and as such would require that the Ministry of Northern Development and Mines be consulted prior to any amendment which might affect the status of a deposit.

If you require any further comments, please contact Dr. Paul Kingston, Resident Geologist, Ministry of Northern Development and Mines, Box 70, Tweed, Ontario, K0K 3J0 (613) 478-2330.

Yours truly,

Bill Grant

Bill Grant
Drill Core Library Geologist
Ministry of Northern Development
and Mines
Box 3000
Bancroft, Ontario, K0L 1C0

Telephone: 613-332-4875
BG/kf

OTTAWA-CARLETON
RECEIVED
OCT 20 1987
11
PLANNING DEPARTMENT

870

#147

Member INSURANCE BROKERS ASSOCIATION Ontario

DONALD C. JOHNSTON

INSURANCE AND REAL ESTATE LIMITED

166 Daniel St. N.,
Arnprior, Ontario K7S 2L3
TEL.: 623-7333 or 832-2557

October 19, 1987

OTTAWA-CARLETON
RECEIVED
OCT 23 1987
22
PLANNING DEPARTMENT

Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

ATTENTION: Chris Bradshaw, Community Relations Officer

RE: Official Plans Review
Fitzroy Ward Township of West Carleton, Lots 13 and 14

Dear Sir:

At the request of the Hearing Committee on Septmeber 15th, 1987, I hereby relate some of the reasons why our holdings in the above lots should remain zoned Rural Estate Residential.

The above property was purchased in 1975 for the purpose of creating an Estate Lot Residential Subdivision just outside the village limits of Kinburn.

The land was carefully chosen as to not encroach on farm land. The subject property is a 56-area rock outcropping, well tried and drained, and serviced by the seventh concession line on the west and the Rabbit Path on the east.

These were trying times with the region not sure of where it was going in regards to planning and the township of Fitzroy being moulded into part of West Carleton with numerous growing pains and no experience in the field of subdivisions. Through frustrations and then the turn in our economy in the early 1980's, the Eastman Height plan of subdivision was allowed to lapse.

This plan has reached the final subdivisions agreement stage with all conditions met in 1981. Some of the conditions were:

(1) A final "M" plan compiled.
(2) Road design approved.
(3) Test wells installed and passed.
(4) Street named "Thymes Road".
(5) Street cleared and grubbed.

KINBURN 832-2557 · ARNPRIOR 623-7333 · BARRY'S BAY 756-3092
CARLETON PLACE 257-5000 · PERTH 267-7000
OTTAWA DIRECT LINE TO ARNPRIOR 832-3232

With this investment in place it would hardly seem proper to revert this land to agriculture when it will never be used for that purpose.

I am requesting you to leave this parcel zoned for Rural Estate Housing.

Yours truly,

DCJ:ts

Donald C. Johnston,
President,
Kingdon Holdings Limited.

#148

1400, place Blair Place
P.O. Box / C.P. 8333
Gloucester, Ontario K1G 3V5
(613) 748-4100

Gloucester

871

Department: Service: PLANNING & DEVELOPMENT
File: Dossier: GO-203

1987-10-16

Regional Municipality of Ottawa-Carleton
Planning Department
222 Queen St.
Ottawa, Ontario
K1P 5Z3

Attention: Mr. John Wright
Planning Commissioner

Dear Sir:

Re: City of Gloucester's Comments
Draft Regional Official Plan

It has come to our attention that there may be a misunderstanding in the interpretation of the City of Gloucester's position on the Draft Regional Official Plan, in particular under the Policies section in the Regional Development Strategy, Section 2.2 - Policy 3, "Council shall undertake a planning study ...".

You are of the opinion that since Gloucester did not make a formal statement in opposition to Policy 3 (Joint Study) that Gloucester supports the policy. This interpretation is not correct. We considered making comments in that regard however, since we had done our portion of the study it was felt there was no need to specifically comment on the policy.

Our study of the area addresses the matters that the joint study requires. We have gone the extra step by passing two Official Plan Amendments (Numbers 10 and 11) for the area which outlines proposed land uses and their function. Our point is that we have undertaken our study, and the only issues that are left to be resolved are the servicing issues (water, sanitary, and storm, etc.). We would have no objection to participating in a study to examine these issues, but under no circumstances would we support another planning study.

GV/w.p.-rmoc/28/1al

.../2

The City of Gloucester's position on Policy 3 (Joint Study) is that the joint study is to strictly deal with the studies required for Regional services. It is our interpretation that the detailed land use planning referred to will be done by the Cities of Nepean and Gloucester. We support Nepean's position that the study to determine appropriate policies for the provision of Regional services and other related planning concerns be undertaken immediately.

I trust the above noted statements clarify any misconceptions that you may have had on the City's position on the aforementioned policy. If you have any questions concerning the above please contact the undersigned.

Yours truly,

J.G. Reid
Director of Planning and Development

cc. N. Tunnacliffe, R.M.O.C.
B. Leatham, City of Nepean
V. Whittaker, Whittaker Consultants Limited

GV/w.p.-rmoc2/28/1al

#149

OTTAWA-CARLETON
15
OCT 27 1987
PLANNING D

AN ADDENDUM TO BRIEF PRESENTED PREVIOUSLY

I would like to deal with several recommendations made by the Planning Department on page 2-9.

Recommendation 2 states that "lands inside the greenbelt . . . . are approved for immediate development, SUBJECT TO POLICIES ELSEWHERE IN THIS PLAN, as Stage 1 lands. Perhaps the policies should be spelled out and not left to interpretation.

Recommendation 3 states that "council shall undertake a planning study" jointly with the Cities of Nepean and Gloucester, to determine appropriate policies for the development of the General Urban Area . . ." . Why are we having a regional plan review, if "council shall undertake a planning study"? I believed that the reason for the plan review was to have a plan in place to guide the region and local municipalities not to undertake special studies after the plan has been finalized. If more time is required to do a better job of the regional plan review, then more time should be taken now and not go into a tug of war with a local municipality after the plan has been approved. There should be no political trade-offs.

As an aside, we are all aware that the taxi committee was planning to visit certain cities in Europe to examine the taxi business. I suggest that the planning committee take a side trip to other cities, perhaps London, England, for ideas on how best to handle what we have. For instance, while we, here in the region plan with residential areas built right on a major highway, in England it is well established that the order should be industrial, commercial and then residential so as to keep housing far removed from traffic and other nuisances. While that may be a local planning matter, still regional planning department has a responsibility to guide development.

Recommendation 6 states that "municipal piped services may be extended . . . " These words can be cause for concern as the words can be ambiguous. They can be interpreted to mean that the local municipality (Nepean?) can front load the costs of extending services and pass the costs onto the local taxpayers rather than have regional government pay for the services. A case in point is the servicing of Neighbourhood 5 in Nepean, where Nepean chose to pay for the cost of servicing the area rather than wait for regional government to proceed with the development. These costs were paid for by the residents of Nepean. Money was taken from the sewer surcharge account and from other accounts to pay for the TRUNK sewer which is a regional responsibility according to the regional plan.

Therefore, there should be no ambiguity as to who should pay for which services. The regional plan should be completed and if changes are necessary in "special areas" they should be very limited and the local municipality should adhere to the regional plan and not vice versa.

Victoria Mason

Victoria Mason
Taxpayers Association of
Ottawa-Carleton

October 26, 1987.

Office of the Superintendent
63 Victoria Avenue
Smiths Falls, Ontario K7A 5E6
Tel (613) 283-8970

875

#150

CP Rail

A S Harris
Superintendent
Smiths Falls Division

October 22, 1987

File: RZ-Ottawa

13

Mr. J. M. Wright,
Planning Committee Co-ordinator,
14th Floor,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Dear Sir:

Please refer to your letter concerning the Draft Official Plan for the Regional Municipality of Ottawa-Carleton.

Our comments are as follows:

CP Rail wishes to state its opposition to residential development adjacent to our right-of-way as it is not compatible with Railway operations. The health, safety and welfare of residents could be adversely affected by our activities; however, should any such application be approved, CP Rail requests the following conditions be imposed on that development:

1. For larger developments, a berm or combination berm and noise attenuation fence, having a total height of not less than 5.5 meters above top of rail must be erected and maintained by the developer on the adjacent property parallel to our right-of-way. The berm portion must have a minimum height of 2.5 meters above top of rail.
2. Dwellings should be set back a minimum distance of 30 meters from the property line. Unoccupied buildings, such as garages may be exempted.
3. Ground vibration transmission to be determined through site tests. If in excess of acceptable levels, all dwellings within 75 meters of the nearest track should be protected, possibly by means of rubber pads installed

.../2

between the foundation and occupied portion. The vertical natural frequency of the structure on the pads should not exceed 12 Hz.

4. Dwellings must be constructed such that interior noise levels meets the criteria of the appropriate Ministry.
5. Clauses to be registered on and run with the title of all properties within 300 meters of our right-of-way warning prospective purchasers of the Railway's presence and also that the Railway will not take responsibility for complaints as a result of noise, vibration, air quality, etc., generated by present and/or future operations.
6. There shall be no increase or change in the direction of natural drainage affecting Railway property without first obtaining written consent from the Railway.
7. Any proposed utilities under or over Railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.
8. A 6' high chain link fence be constructed and maintained along the common property line of the railway and the development, by the developer at his expense, and the developer is made aware of the necessity of including a covenant running with the land, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.

To ensure the safety and comfort of adjacent residents and to mitigate as much as possible the inherent adverse environmental factors, your assurance that the above conditions would be imposed on the developer would be appreciated.

Yours truly,

Superintendent.

Ontario
Ministry of Municipal Affairs
Ministère des Affaires municipales

877

Community Renewal Branch
777 Bay Street - 13th Floor
Toronto, Ontario
M5G 2E5

#151

International Year of Shelter for the Homeless
1987
Année internationale du logement des sans-abri

October 30, 1987

Ms. Rosemary Nelson
Planning Committee Coordinator
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

OTTAWA-CARLETON
RECEIVED
1:00
NOV 3 1987
CLERK'S DEPARTMENT

Dear Ms. Nelson:

Re: Draft Official Plan - Regional Municipality of
Ottawa-Carleton

I notice that in Part 6: Housing of the above draft plan reference is made to improving the housing stock by encouraging municipalities to adopt and implement Community Improvement Plans and Maintenance and Occupancy By-laws. I would like to point out that community improvement under PRIDE has now been extended to include all sections of older urban areas. It would seem appropriate, therefore, to include a reference to encouraging municipalities to adopt and implement community improvement plans in all older urban areas.

I realize that I am late in submitting these comments, however, I hope that they may be taken into consideration. If you have any questions, please call me at (416)585-6278.

Yours sincerely,

Grace Strachan

Grace Strachan
Community Planner

NOVATECH ENGINEERING CONSULTANTS LTD
CIVIL MUNICIPAL ENVIRONMENTAL

878

#152

October 30, 1987

Rosemary Nelson
Coordinator
Regional Planning Committee
14th Fl., 222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Rosemary:

Re: Draft Regional Official Plan Review

We are representatives acting on behalf of Dennis Seward, Del Corporation. Del Corporation's interest is in two individual properties; Lot 29, Conc. 11, formerly in the Township of Goulbourn, now in the City of Kanata and Lot 28, Conc. 11, Township of Goulbourn. As Mr. Seward will be unavailable until November 4, 1987, we cordially request that the issue of designating these lands for urban development be addressed in the later period of the review dates.

Yours truly,

NOVATECH ENGINEERING CONSULTANTS LTD.

K. Davidson.

Kathryn Davidson

KD/sn

SUITE 100 • 196 BRONSON AVE. • OTTAWA, ONTARIO • K1R 6H4 • (613) 234-4225

879 #153

ALTA VISTA DRIVE RESIDENTS' ASSOCIATION

30 October, 1987.

Mr. Chris Bradshaw
Community Relations Office
Regional Municipality of Ottawa-Carleton
222, Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Bradshaw,

As you know, the principal concern of the residents living on Alta Vista Drive, is the amount of traffic, noise and pollution with which we have to put up because Alta Vista Drive, which was always meant to be a residential street with R-1 zoning on both sides is, in fact, used as a Regional Road.

We object, in the strongest possible terms, to Alta Vista Drive being shown as an "Existing Regional Road" on Schedule C-1: "Future Urban Regional Roads Plan", of the draft of the Official Plan of the Regional Municipality of Ottawa-Carleton, dated May, 1987. We also object to the Planning Department's Recommendation 11.2.1 that: "Most regional roads eventually will be constructed or reconstructed to four or six lanes", as well as to point 3 in the summary of item 11.2.1. which reads: "Regional roads designated on Schedule C.1 and D.1 shall be designed, built and operated to carry traffic of all types."

Our Association is prepared to withdraw the above objections if Alta Vista Drive is removed from Schedule C.1 of the Regional Plan, ceases to be a "Regional Road" and reverts to being a residential street under the jurisdiction of the City of Ottawa. As you know, for many years we have been told that the use of Alta Vista Drive as a Regional Road is only temporary, pending the completion of Riverside Drive. This has now happened and Alta Vista Drive should, therefore, immediately cease to be a Regional Road and become a residential street under the jurisdiction of the City of Ottawa.

While the above is our principal and immediate concern, we have one other. Considerable development to the south of Alta Vista Ward (both existing and proposed) together with the development of a major hospital complex north of Smyth and a major institutional complex at Smyth and Alta Vista (Red Cross,

... 2

Conference Board, etc.) have created new and additional traffic which cannot, and should not, be imposed on the residential streets of our neighbourhoods. The obvious solution to this problem would, in our opinion, be an early construction of the Alta Vista Parkway, from the intersection of Albion and Walkley to the Queensway, as shown on Schedule C.1 of the Regional Plan. The Alta Vista Parkway should not have any high-density development along it, but should be carefully designed and landscaped to minimize the impact on adjoining residential properties .

We sincerely hope that the Regional Government and the City of Ottawa will be able to take quick action on both issues raised above. We want to participate in any final review of the Regional Plan and we count on you to keep us informed of the important meetings. of the Regional Council. Thank you in advance for your help in this matter.

Yours sincerely,

For, and on behalf of, the Alta Vista Residents' Association:

P. Korwin-Szymanowski

G.M. Lindberg
2145, Alta Vista Drive
tel. 731-2179

P. Korwin-Szymanowski
1905, Alta Vista Drive
tel. 737-5706

c.c. Alderman Daryl Kent
City of Ottawa
City Hall
111, Sussex Drive
Ottawa, Ontario

881

N.T.
#154

Township of Rideau

Box 310
North Gower, Ontario
K0A 2T0
(613) 489-3314

October 30, 1987

Please refer to our file no.

VIA COURIER

Mr. John M. Wright
Planning Commissioner
Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Wright:

RE: Proposed Amendments to Regional Official Plan

At the request of Rideau Township Council, I forward to you herewith a Brief setting out our concerns with the proposed amendments.

We would appreciate these being given serious consideration during Regional Council's deliberations.

Yours sincerely,

G.K. Heggart

(Mrs.) G.K. Heggart, AMCT
Clerk

GKH:dm
Encl.

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4 1987
NING DEPARTMENT

BRIEF ON PROPOSED REGIONAL OFFICIAL PLAN

BY THE

TOWNSHIP OF RIDEAU

INTRODUCTION

The newly-proposed Regional Official Plan includes many important policy and land use changes potentially affecting the course of local planning and development in Rideau Township. The most important issues relate to the impact of the South Urban Centre on Manotick, and the effects of the new Agricultural Resource Policy on the extensive area of land so designated in Rideau. Following is a point-form summary highlighting key policies in the draft plan.

SIGNIFICANT POLICIES

1. South Urban Centre - Sections 2.1 and 2.2

Sections 2.1 and 2.2 deal with the Urban Area and include policies to develop the South Urban Centre, designated on Schedule "B" as "General Urban Area - Special Study". A portion of the South Urban Centre (north of the Jock River) has been added to the Stage 1 growth (not shown as Stage 1 in the current approved Regional Plan). Stage 1 development will accommodate 18,000 - 20,000 households; the balance of the South Urban Centre will accommodate 7,000 - 10,000 households in Stage 2.

Due to the potential impact of the development of this area on Manotick, Council wishes to become formally involved in the planning study, required by Section 2.2.3 of the proposed Plan. Specifically, the planning study is to be undertaken jointly with the Region, Nepean and Gloucester to determine appropriate policies for the Area's development, with regard to amount and location of residential land, employment areas, proposed road to link Highways 416 and 417, servicing, open space, and a master drainage plan.

To this end, Council hereby requests that Section 2.2.3 be amended to identify the Township of Rideau as an interested party to the Study.

2. Village Development - Section 4.2.2

Section 4.2.2.8 includes policies to guide Area Municipalities in the planning and development of villages. Clause (a) requires that growth be defined for at least a ten-year planning period.

. . . 2

2. Village Development - Section 4.2.2 (continued)

The "ten-year period", of course, reflects OMAF's goals, but at the same time, may be misleading and lead to false expectations. As previously noted by Rideau Township (submission of June, 1986), a twenty-year planning period is a more realistic period for long-term planning.

Section 4.2.2.10 requires a hydrogeology study for village(s) proposing to expand. The study shall be in sufficient detail to: "demonstrate that the proposed development will not adversely affect the quality or quantity of well water within approximately 2 kilometers of the boundary of the Village."

The Township will wish to determine if this is a reasonable and practical requirement.

3. General Rural Areas - Section 4.2.3

This designation corresponds to the existing "Marginal Resource" designation, and applies primarily to the lands outside of the Marlborough Forest in former Marlborough Township. Only a small portion of (former) North Gower Township is included in this designation (about 400 hectares in the southwest corner).

Section 4.2.3.14(6) requires the local Official Plan to identify the number of country lots to be permitted in the planning period. Although the draft Regional Plan has deleted the lot quota system, this policy would require the Township to establish its own quota. Since the development of country lots has not traditionally been a problem in Rideau, we do not see the benefits of a quota system.

Section 4.2.3.15 establishes a new policy to allow for country lot subdivision on lots less than 0.8 ha., provided that the average size of 0.8 ha. was maintained and the development contained a recreational facility, such as a golf course.

In order for Rideau to implement this policy, an amendment to the Rideau O.P. would be required.

Section 4.2.3.16 includes a policy to ensure that country lot subdivisions will not be approved close to a village where the development would occupy the only possibility for future village expansion. This is a more flexible version of the original draft which specified a separation distance of at least 2 km. from village boundaries.

. . . 3

4. Multiple Unit Development - Section 4.2.5

Multiple unit development of more than five units may be permitted in villages by site specific zoning amendments provided that the local O.P. contains policies concerning the type, amount and location of such development, and provided that certain servicing policies regarding communal systems are adhered to. (Reference Section 10.1.)

This policy applies to villages only, and may be too restrictive in disallowing small-scale multiple developments in rural areas. Council wishes to have this Section re-worded to permit limited multiple development in rural areas, where local O.P.'s include the appropriate policies and where the servicing can be easily accommodated.

In order to implement this proposed policy (for the villages), the local O.P. requires amending to include more detailed policies on multiple residential development.

5. Agricultural Resource Areas - Section 5.1

This designation applies to over 95% of the North Gower portion of the Township and extends to about 25% of Marlborough Township. The extent of the designation is the same as the existing Regional Plan; however, the proposed policies are more restrictive.

Section 5.1.3.1(e) permits industrial and commercial uses in agricultural areas only if they are related to agriculture and must of necessity locate close to farm operations.

This policy is too restrictive and, given the extent of the Agriculture Resource Area in the Township, would preclude the development of other types of rural industry. This would be particularly detrimental to future developments along Highway 416.

Section 5.1.3.2 establishes policies for farm severances in Agriculture areas, and restricts residential lots to one per farmer for either retirement or farm help purposes, provided that the farmer owned a farm at the date of adoption of the Plan, and furthermore, that the farmer had been working on a farm for at least 20 years in Ottawa-Carleton.

. . . 4

5. Agricultural Resource Areas - Section 5.1 (continued)

This is significantly more restrictive than current Township policies and would disadvantage new farmers (i.e., those not currently owning a farm), young farmers (those who have not been farming for 20 years), and family farms (where more than one child is intending to remain and work the farm). In the Township's previous submission to the Minister of Agriculture and Food, it was suggested that one lot per holding be permitted for retirement and one for farm help during the planning period. It was also suggested that ten years of farming be used as the basis for defining a farmer.

Section 5.1.3.3 establishes policies for non-farm residential development on areas of poor land within Agriculture Resource Areas. Severances may be permitted in Class 5 (or poorer) lands for non-farm lots on the basis of a minimum lot size of 4 ha. Country lot subdivisions would not be permitted.

This policy is also too restrictive, in view of the extent of Rideau Township affected. We prefer to suggest a range of lot sizes (0.8 - 4.0 ha.), as well as to suggest that pockets of poorer land may be suitable for redesignation to General Rural, on the basis of the agricultural land mapping currently in preparation.

6. Environmental Constraints - Section 7

Section 7.2.1.6 establishes policies to enable development in the flood plain subject to Conservation Authority approval and evidence that the potential upstream and downstream impacts of the proposal will not signficantly affect the hydrology or hydraulics of the flood plain.

This is a welcome policy and basically reinforces the Township's recently approved zoning amendment for the river corridor. However, it is unclear as to whether the policies are intended to apply to existing lots of record only; and secondly, who will assess the hydrology report to determine its technical accuracy.

7. Servicing - Section 10.1.2

The proposed servicing policy of Section 10.1.2.6 enables the Regional Plan to be amended to enable the provision of Regional water and/or sewer services to villages only where a public health problem exists.

. . . 5

7. Servicing - Section 10.1.2 (continued)

As written, this policy would not allow services to be extended to Manotick until after a public health problem has been identified. Should services be desired for Manotick, then a more flexible policy should be included to enable local Council's discretion in applying for a Regional Amendment whether or not a health problem exists.

Section 10.1.2.10 requires subdivisions in Rural Areas, including villages and country lots, to be phased with a maximum of 35 lots per phase. Subsequent phases will not be approved until after it has been proven that the operation of existing wells and private sewage disposal systems in phase 1 are satisfactory.

This is an onerous policy, which will affect the rate of development in villages significantly. The developers will be required to delay the initiation of phase 2 and subsequent phases until after all the lots in phase 1 (or the previous phase) have been built upon.

Council feels that the rate of phasing would better be left to the discretion of individual Councils, having regard to each proposal as it came forward.

#155

11 03
NOV 2 1987

11:03 AM

Carlingwood Community Association
C/O 2032 Prince Charles Road
Ottawa, Ontario
K2A 3L1.
October 31, 1987.

Chairman and Members
Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3.

RE: Draft Official Plan

Dear Committee Chairman and Members:

Please be advised that the brief entitled " Comments on the Draft Official Plan,.... " , dated September 15, 1987, that was submitted by the Carlingwood Action Committee to you has the full support of the Carlingwood Community Association.

At the Annual General Meeting of our Association, duly held on October 14, 1987, it was resolved unanimously that:

" The Carlingwood Community Association supports the Carlingwood Action Committee's position that:
1) Carlingwood Shopping Centre and Fairlawn Plaza should be treated as a single entity for planning purposes; and

2) that the City of Ottawa and/or the Regional Municipality of Ottawa-Carleton should not permit the Carlingwood/Fairlawn shopping complex to expand any further. "

Yours sincerely,

A.R. Gregory

Allan R. Gregory
President
Carlingwood Community Association

c B. Wellar, President, Carlingwood Action Committee

#156

November 2, 1987

The Regional Municipality
of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario

Attention: *Mr. G. Hunter*
Chairman
Regional Planning Committee

Dear Sirs:

Re: Regional Official Plan

We are writing on behalf of the Ottawa-Carleton Home Builders Association.

You and your Committee will recall that on September 18th Mr. Garry Stamm appeared and expressed the Association's concerns with respect to the proposed policies of the draft official plan. This presentation was subsequently followed by the submission of a comprehensive report, outlining in detail the position of the Region's home builders.

Mr. Hunter, you will recall that at the conclusion of Mr. Stamm's presentation, you enquired as to whether our consultant would be available for consultation with the Region's Planning Staff. In fact, as we were departing the Committee Room, Mr. Wright and Mr. Stamm made tentative arrangements to discuss certain issues with respect to key projections and forecasts with the transmittal report. We had naturally assumed that these discussions would have enabled staff to explore the issues raised by the Association in a much greater detail.

Late last month we contacted Mr. Stamm to be appraised of the nature of the discussions, which we assumed had taken place, between his office and the Regional Planning Staff. At that point in time we were advised that Mr. Stamm had not been contacted by staff. Instructions were immediately given to Mr. Stamm to contact the Regional Planning Department to enquire as to when they would be discussing the Association's concerns. At the end of October Mr. K. Cary of G.M. Stamm and Associates spoke to Mr. N. Tunnacliffe of the Regional Planning Department. As a result of this discussion it was readily apparent that staff's position with regard to the Home Builder's brief had been determined and no assistance or consultation was required.

From our perspective it is most unfortunate that staff felt that further contact with Mr. Stamm was unnecessary. It is unfortunate for two reasons.

Firstly, we believe that Mr. Stamm, as a result of considerable professional expertise and experience in the field of demographics, urban economics and the operation of metropolitan land markets, could have added tremendously to the process. Secondly, the decision of staff to finalize its position without further consultation effectively ignores the legitimate and serious concerns of the Region's development industry. It is a grave concern that extends beyond the narrow and selfish interest of one company and was expressed in the context of ensuring an efficient and equitable functioning the Region's land markets and therefore the new home construction industry over the life of the official plan.

The analysis of staff contained on pages 193 to 200 is flawed in the most basic sense. To dismiss the Stamm Report, prepared by a recognized expert in the field, by the reference to the acceptance of the market trends by Cummings-Cockburn is not appropriate. Again to repeat, Stamm was looking at the market universally when Cummings-Cockburn's brief was directed only to the very narrow concerns of its client, Richcraft Homes. The essential point that the Association is advancing is that staff has under estimated key growth variable which will compound themselves in the medium and long term by severe land shortages, resulting in the dysfunctioning of the market. We believe that Mr. Stamm's conclusions, based in part upon demographic statistics over the 1981-1985 period, a five year interval ignored by staff, and through dialogue with the developer-builders active in the market are appropriate and represent the minimum in ensuring the smooth function of one of the Region's most important and active industrial sectors. It is interesting to note that the Region's Management Committee of pages 190 and 192 makes reference to the "projected tightnesses" of the land market until after 1995. We would contend that this speaks of the identical concerns of the Association.

In conclusion, we would respectfully request the Committee to critically assess the comments of staff against the brief of the Home Builders (brief #124). If Committee in assessing the issue requires the assistance of Mr. Stamm we are prepared to make the necessary arrangement to have Mr. Stamm, at a mutually convenient time, appear before the Committee to specifically address concerns which you or your members may have.

As an association we continue to appreciate your interest.

Yours very truly,

Minto Construction Limited

J. Michael Noonan, M.C.I.P.

JMN/jm

cc: *Members of Planning Committee*
Mr. J. Wright, Commissioner of Planning, RMOC
Mr. Ian Rawlings - Coscan Limited
Mr. Chris Sherriff-Scott - Tartan Development Corporation
J. Michael Noonan - Minto

#157

890

LITHWICK BROS.
SUITE 301-150 METCALFE STREET
OTTAWA, ONTARIO
K2P 1P1
235-8780

November 2, 1987

Mr. Jim Wright
Planning Commission
Regional Municipality of Ottawa-Carlelton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Wright:

Re: 1655 Carling Avenue

We have just purchased a property at 1655 Carling Avenue, on September 1, 1987. We would like to comment on the regional draft plan with regard to the proposed development at our location. We think that it would be in accordance with good planning principles for the site to be developed in a manner similar to the Churchill and Carling Executive office parks. Located within two block of one of the city's major intersections and on a well serviced transportation corridor, we envisage an intense development on our site.

Should you have any additional information or comments please feel free to contact the undersigned at your convenience.

Yours truly,

LITHWICK BROS.

Barry Lithwick
General Manager

BL:cm

Transport Canada Transports Canada

891

#158

Your file Votre référence

Our file Notre référence

5168-1 (OWAO)

OTTAWA-CARLETON
RECEIVED
NOV 6 1987
CLERK'S DEPARTMENT

November 3, 1987

Mr. G. Hunter
Chairman
Regional Planning Committee
Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Hunter:

I have received the draft official plan of May 1987, and I thank you.

After review of the document, I would like to bring to your attention plans by Transport Canada to develop, in the future, a parallel runway to the existing east/west runway (07-25). This development would have a direct impact on Regional Road 14 as well as some effect on RMOC's plans in the Leitrim area. Of course, I will make sure that a copy of the Ottawa Airport Master Plan is sent to you when ratified.

Should you require more information on this matter, please do not hesitate to call me at 998-8819.

Yours truly,

R. Imbeault
Airport General Manager
Ottawa International Airport
50 Airport Road
Gloucester, Ontario
K1V 9B4

Canada

#159

minto construction limited

November 3, 1987

Mr. G. Hunter, Chairman
Regional Planning Committee
The Regional Municipality
of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Sirs:

Re: Regional Official Plan Update

This letter is further to my presentation before the Regional Planning Committee at its public meeting on September 16th, and is in response to the public circulation of the report of the Regional Planning Department which was released for general circulation on November 2nd.

Our specific concerns are contained within Brief #65 (fourth set of briefs to Planning Committee) and are summarized on page 275 of the staff report. In reviewing the comments of staff, we believe that the essential issue with respect to the identification of the Blackburn Hamlet by-pass on schedule C1 is not addressed.

It was stressed during the course of our presentation that the effect of the designated conceptual alignment is to freeze the development of future residential lands, south of Innes Road, until such time as the route of the by-pass is fixed. Our concern in this regard should be weighed against the comments of Mr. Stamm, who appeared on behalf of the Ottawa-Carleton Home Builders Association. The essential point that we wish to bring before the Planning Committee once again is that the conceptual alignment of the Blackburn Hamlet by-pass road has the effect of removing the designated residential lands south of Innes Road from the current portfolio of lands available for development in the east urban community. In fact, with the completion of the development of Chapel Hill, no further opportunities for residential growth will exist within the City of Gloucester. We would contend that this is a consequence which can be ill afforded by the City, or Region for that matter.

We would request once again that the Committee consider the concerns expressed in our brief (Brief #65) and favourably consider the modification requested.

Yours truly,

Minto Construction Limited

J. Michael Noonan, M.C.I.P.

JMN:tm
cc: Members of Planning Committee
Michael Noonan

893

#160

**THE CORPORATION OF THE
TOWNSHIP OF OSGOODE**
P.O. Box 130
Metcalfe, Ontario
K0A 2P0
Phone 613-821-1107

ALBERT BOUWERS
Mayor
DON REID
Treasurer
WAYNE ROBINSON
Clerk

November 5, 1987

Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Attention: J. Wright, Planning Commissioner

Dear Mr. Wright:

Re: Draft Regional Plan

Please find attached the Township of Osgoode's Brief on the Draft Regional Plan, which was approved by Council on November 3, 1987.

We trust you will find all to be in order.

Yours truly,

Wayne Robinson

Wayne Robinson
Clerk

/mw

Encls.

CL244

160-2

894

Nov 2/87

TOWNSHIP OF OSGOODE
BRIEF TO REGIONAL PLANNING COMMITTEE

DRAFT REGIONAL PLAN

1. INTRODUCTION

Council of the Township of Osgoode has reviewed the Draft Regional Plan, and while it generally supports the intent of the Plan, there are a number of specific policies to which Council objects. The following are brief descriptions of those policies which, in Council's opinion, should be modified or deleted.

2. GENERAL RURAL AREAS

Policy 4.2.2.10 (d) on page 4-4 of the Draft Regional Plan requires that a hydrogeology study be in sufficient detail to demonstrate that the proposed development will not adversely affect the quality or quantity of well water within approximately two kilometres of the boundary of a village.

The two kilometre reference in this policy appears arbitrary. It is Council's opinion that, unless it can be demonstrated as necessary, the scope of hydrogeology studies should be left to the professional expertise of qualified hydrogeologists and of the approval agencies.

2.1 Policy 4.2.3.14 (b) on page 4-5 of the Draft Regional Plan requires that local Official Plans must identify the number of country lots to be permitted during the planning period.

Council supports the new policy direction of the Draft Regional Plan whereby the lot quota system has been eliminated; however, Council does not agree that the local municipalities should be required to institute their own lot quota system. It is Council's opinion that the local Official Plans should contain policies to guide and control country lot development based on rural planning principles but that a lot quota system should not be mandatory.

NR.

~~The Region's stated interest in country lot development is that there should be an approximate 90-10 split in the urban and rural population of the Region. Within this context, the Region should monitor future population growth and, should there be a significant shift from the preferred split, appropriate action taken either by Amendment to Regional Plan or in conjunction with a future Regional Plan Review.~~

2.3 Policy 4.2.4 on page 4-6 of the Draft Regional Plan states that local Official Plans designate areas where infill development is permitted.

It is Council's opinion that infill development should be treated in the same way as country lot development; that is, the local Official Plan should identify by designation or by criteria where infill development is permitted. Council considers it to be an onerous burden to undertake the detailed land use inventory and mapping needed to designate areas in which infill development would be permitted, especially when the Osgoode Official Plan currently contains criteria which have the same effect in controlling such development.

2.4 Policy 4.2.3.13 on page 4-5 of the Draft Regional Plan restricts the types of non-residential uses which would be permitted in the General Rural Areas.

It is Council's opinion that the types of non-residential uses which are to be permitted in the General Rural Areas should be the same as presently permitted in the Marginal Resource Areas of the existing Regional Plan.

3. AGRICULTURAL RESOURCE AREA

3.1 Policies 5.1.3.1 (g) and (h) on page 5-2 of the Draft Regional Plan require that pits and wayside pits and quarries in Agricultural Resource Areas be subject to rehabilitation plans showing how the site can be rehabilitated for productive agricultural use. Policy 5.1.3 (i) limits the sequential use of the pits and wayside pits and quarries.

Abandoned or worked-out pits and quarries are a major blight on the rural landscape and it is Council's opinion that every encouragement should be given not only to rehabilitation but to speedy rehabilitation. Further, it is Council's opinion that overly restrictive rehabilitation policies not only do not provide sufficient encouragement but add unnecessarily to the cost of aggregrate production.

It is Council's opinion therefore, that the above policies should be revised to allow rehabilitation plans to include other uses as well as productive agricultural uses and that the permitted sequential uses be expanded. In particular, residential uses should be a permitted sequential use.

Council recognizes that there is not likely to be significant pit and quarry development in the Agricultural Resource Area lands of the Region. Nonetheless, the Draft Regional Plan should be revised as outlined above to ensure that any such development which does take place has a minimal long-term impact on the rural landscape.

In a related matter see item 4.1 below, about which Council has similar concerns.

3.2 Policies 5.1.3.2.3 and 5.1.3.2.4 on page 5-3 of the Draft Regional Plan restrict farm related severances and policies 5.1.3.3.6 and 5.1.3.3.8 restrict non-farm severances in the Agricultural Resource Area.

Council supports the need to control severances in the agricultural areas of the Township; however, the above noted severance policies are considered to be too restrictive. It is Council's opinion that:

1. future as well as present farmers be able to obtain a retirement or farm help severance and that a farmer should be eligible for a retirement severance after 10 years;

2. such severances be located on poor pockets of land on the farm wherever possible;

3. that such lots be kept as small as possible (normally in the range of 0.4 to 0.8 ha for farm-related lots and a minimum of 0.8 ha for non-farm-related lots); and

4. that such severances should be allowed by designation or by criteria, in similar fashion as country lot development is to be permitted and as is recommended in this brief for infill development.

There are a number of combinations of revisions which can be made to the Draft Regional Plan to achieve the foregoing. Council has no specific recommendations as to which combination should be made; however, Council would like an opportunity to review and comment on draft revisions prior to Regional Planning Committee making any recommendations to Regional Council.

4. MINERAL RESOURCE AREA

4.1 Policies 5.2.7.3 and 5.2.7.4 (page 5-6) of the Draft Regional Plan do not permit residential uses as a sequential use of a pit or a quarry or as an alternative use where it has been demonstrated that the resource is not suitable for extraction.

1606

As mentioned previously, it is Council's opinion that residential uses, such as Lakeland Estates near Greely should be permitted as a sequential use of a pit or quarry. Council considers it necessary to permit such development as a means of encouraging the economic redevelopment of pits and quarries as quickly as possible after extractive operations have ceased. Further, it is Council's opinion that residential development should be permitted as an alternative use where the lands designated Mineral Resource Area would otherwise be designated General Rural Area. Council agrees that residential development should not be permitted where the land would otherwise be designated Agricultual Resource Area.

5. ENVIRONMENTAL PROTECTION

5.1 Policy 10.1.2.10 on page 10-4 of the Draft Regional Plan states that not more than 35 lots will be approved in a plan of subdivision or a phase of a plan of subdivision, and that prior to the approval of a plan of subdivision or of each phase of a plan of subdivision, the operation of existing wells and private sewage disposal systems shall be reviewed and proven satisfactory.

It is Council's opinion that the requirement to prove the operation of existing wells and septic systems prior to the approval of subsequent plans or phases will place an onerous burden on developers and should be deleted. In practice, this requirement will cause a delay of up to two years in the orderly development of Villages and of large country estate subdivisions. This in turn, will have adverse impacts on the housing market whereby 'boom or bust' conditions will prevail in most Villages, and on the ability to developers to conduct an organized, long-term marketing strategy.

6. SCHEDULE A

6.1 Council has briefy reviewed Schedule A of the Draft Regional Plan and has determined that the Agricultural Resource Area designation in

160-7

Concessions II, III, VIII, IX, X and XI north of Regional Road 6 may require some modifications. The extent to which Council will wish to revise Schedule A will depend in large part on how the policy issues referred to in the foregoing are resolved (see item 3.2 in particular). Council wishes to defer comment on Schedule A until the above issues have been reviewed. In the meantime, however, it should be noted that there is an existing draft approved country lot subdivision located in the proposed Agricultural Resource Area in Concession III. As well, there would seem to be no apparent rationale for including the small area in Concession II, west ~~east~~ of the rail line in the Agricultural Resource Area.

UK.

#161

BRIEF #161

This submission consists of form letters sent by residents in the vicinity of Carlingwood Shopping Centre in response to a letter-writing campaign sponsored by several community associations and tenants associations in the area.

We have included in this printing only one typical letter of the 386 received by the 10 November, 1987, the cut-off date for this printing, plus those letters that had additional comments supplied by the signatory, either added to the form letter, or on a separate sheet of paper.

For the purpose of accountability, we have treated the Carlingwood Action Committee as the collective submitter of these letters - Barry Wellar, Chairman.

Some additional letters are still being received and a final count will be provided later. From a quick glance at the form letters, it appears that each letter is from a different resident. Several letters contain two signatories, usually husband and wife.

Chris Bradshaw
Community Relations Officer

[NOTE: SEE BRIEF #170 FOR REMAINING LETTERS RECEIVED WITH COMMENTS. PLUS FULL LIST OF LETTERS RECEIVED BY 14 APRIL '88.]

ONE OF 350 901

161-2

Chairman G. Hunter and Members of Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Chairman and Members:

I would like to record my support for the position that there should be no further expansion of the Carlingwood Shopping Centre and Fairlawn Plaza properties.

In particular, I am concerned that the regional roads (Woodroffe, Carling, Fairlawn) and intersections which abut the properties have become so congested, and so stressful to drivers, that ever-increasing volumes of shopping centre traffic and regional traffic are diverting from regional roads to neighbourhood streets.

Due to this invasion of local streets by shopping centre traffic, and by regional traffic trying to bypass the congestion around the properties, area residents have been obliged to suffer the consequences.

That is, with each expansion residents in the surrounding neighbourhoods suffer the consequences of more traffic: loss of safety of pedestrians, cyclists and motorists; increased air and noise pollution; loss of enjoyment of property and neighbourhood facilities; loss of property values; loss of a sense of community; and an overall diminished quality of life.

I am therefore pleased to join with many other residents and our area associations to request, in the interests of the larger public good, that the Regional Official Plan treat Carlingwood and Fairlawn as a single commercial entity, and that Carlingwood-Fairlawn be limited to the existing gross leasable area.

Sincerely,

(signature)

NAME: MRS A. HEENAN
(PLEASE PRINT)

ADDRESS: 734 BYRON AVE POSTAL CODE: K2A [illegible]
(PLEASE PRINT)

DATE: Nov. 2/87

016
161-3

Chairman G. Hunter and Members of Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Chairman and Members:

I would like to second my support for the position that there should be no further expansion of the Carlingwood Shopping Centre and Fairlawn Plaza properties.

In particular, I am concerned that the regional roads (Woodroffe, Carling, Fairlawn) and intersections which abut the properties have become so congested, and so stressful to drivers, that ever-increasing volumes of shopping centre traffic and regional traffic are diverting from regional roads to neighbourhood streets.

Due to this invasion of local streets by shopping centre traffic, and by regional traffic trying to bypass the congestion around the properties, area residents have been obliged to suffer the consequences.

That is, with each expansion residents in the surrounding neighbourhoods suffer the consequences of more traffic: loss of safety of pedestrians, cyclists and motorists; increased air and noise pollution; loss of enjoyment of property and neighbourhood facilities; loss of property values; loss of a sense of community; and an overall diminished quality of life.

I am therefore pleased to join with many other residents and our area associations to request, in the interests of the larger public good, that the Regional Official Plan treat Carlingwood and Fairlawn as a single commercial entity, and that Carlingwood-Fairlawn be limited to the existing gross leasable area.

Mr. [illegible] Chairman
This will reiterate my support
for no [illegible] expansion
the [illegible] properties in accordance
with the [illegible] of
[illegible] Committee. People around
[illegible] removal of the parking posts for
[illegible]

Sincerely,

John A. McMillan
(signature)

NAME: JOHN A. McMILLAN
311 - 2055 Carling Ave.
Ottawa

ADDRESS: ______________________ POSTAL CODE: ____________
(PLEASE PRINT)

DATE: JOHN A. McMILLAN
311 - 2055 Carling Ave.
Ottawa, Ont. K2A 1G6

URGENT! URGENT! URGENT!

Dear Resident of Somerset Towers:

We are requesting your support on an important matter: the rezoning of Carlingwood Shopping Centre will be discussed November 3-6 by the Region's Planning Committee and voted on by Regional Council at a later date.

The Region's PLANNING STAFF HAS RECOMMENDED THAT CARLINGWOOD BE REZONED TO 50,000 SQUARE METRES.

The Staff recommendation is very close to the position the Carlingwood Action Committee (CAC) has taken in its "discussions" with the City of Ottawa for the past 22 months. That is, rezone Carlingwood to its existing size. (As you may be aware, the last zoning review for Carlingwood and Fairlawn occurred more than 20 years ago, and the current zoning is no longer appropriate. Indeed, Carlingwood is the only regional shopping centre located smack in the middle of a residential neighbourhood, and the centre can only grow by destroying the neighbourhood.)

OUR ACTION COMMITTEE JOINS WITH REGIONAL STAFF IN ENCOURAGING REGIONAL POLITICIANS TO REZONE CARLINGWOOD BEFORE IT EXPANDS AGAIN. WE HAVE HEARD THAT ANOTHER EXPANSION IS ALREADY IN THE WORKS FOR 1990, JUST 3 YEARS AWAY!

All area residents who believe that ENOUGH IS ENOUGH at the Carlingwood-Fairlawn commercial complex are urged to complete and mail the enclosed form to the address at the top of the form. Or, the completed forms can be put through the mail slots at the apartment units listed below for delivery to the Region by the Carlingwood Action Committee.

Area residents are also urged to call Alderman Jacquelin Holzman (564-1333) and Mayor Jim Durrell (564-1342) to request their support of the community's position.

Please make the effort NOW to help rezone the Carlingwood-Fairlawn complex to the existing size BEFORE the developers try to put through ANOTHER expansion.

Sincerely,

Barry Wellar, President
Carlingwood Action Committee
728-3483

WHERE TO LEAVE COMPLETED FORM LETTERS

2055 Carling: Apt. No. 1007A
(through the MAIL SLOTS, please)
2045 Carling: Apt. No. 902B

October 26, 1987

020
161-5

Chairman G. Hunter and Members of Planning Committee,
Regional Municipality of Ottawa-Carleton,
222 Queen St.,
Ottawa, Ont.
K1P 5Z3

November 3, 1987

Dear Sir:

As an area resident I would like to record my support for the position that there be no further expansion of the Carlingwood Shopping Centre and Fairlawn Plaza properties.

I do not believe that the abutting roads have the capacity to absorb additional increases in traffic load as a result of further commercial development at the Carling and Woodroffe intersection.

I know that I do not do business at either shopping centre on weekends because I choose not to spend time in traffic jams waiting for non-existent parking spots.

I therefore support the position that the Regional Official Plan treat Carlingwood and Fairlawn as a single commercial entity and that Carlingwood-Fairlawn be limited to the existing gross leasable area.

Yours sincerely,

Christopher Terry

Christopher J. Terry,
648 Denbury Ave.,
Ottawa, Ont.
K2A 2P3

021
161·6

Chairman G. Hunter and Members of Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Chairman and Members:

I would like to record my support for the position that there should be no further expansion of the Carlingwood Shopping Centre and Fairlawn Plaza properties.

In particular, I am concerned that the regional roads (Woodroffe, Carling, Fairlawn) and intersections which abut the properties have become so congested, and so stressful to drivers, that ever-increasing volumes of shopping centre traffic and regional traffic are diverting from regional roads to neighbourhood streets.

Due to this invasion of local streets by shopping centre traffic, and by regional traffic trying to bypass the congestion around the properties, area residents have been obliged to suffer the consequences.

That is, with each expansion residents in the surrounding neighbourhoods suffer the consequences of more traffic: loss of safety of pedestrians, cyclists and motorists; increased air and noise pollution; loss of enjoyment of property and neighbourhood facilities; loss of property values; loss of a sense of community; and an overall diminished quality of life.

I am therefore pleased to join with many other residents and our area associations to request, in the interests of the larger public good, that the Regional Official Plan treat Carlingwood and Fairlawn as a single commercial entity, and that Carlingwood-Fairlawn be limited to the existing gross leasable area.

Growth of these things must stop to preserve the neighbourhoods - constant growth is not always better

Sincerely,

(signature)

NAME: STEVEN G. GILBERT
(PLEASE PRINT)

ADDRESS: 38 Ayton Ave POSTAL CODE: K2A 3P7
(PLEASE PRINT)

DATE: Nov 2/87

Chairman G. Hunter and Members of Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Chairman and Members:

I would like to record my support for the position that there should be no further expansion of the Carlingwood Shopping Centre and Fairlawn Plaza properties.

In particular, I am concerned that the regional roads (Woodroffe, Carling, Fairlawn) and intersections which abut the properties have become so congested, and so stressful to drivers, that ever-increasing volumes of shopping centre traffic and regional traffic are diverting from regional roads to neighbourhood streets.

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I am therefore pleased to join with many other residents and our area associations to request, in the interests of the larger public good, that the Regional Official Plan treat Carlingwood and Fairlawn as a single commercial entity, and that Carlingwood-Fairlawn be limited to the existing gross leasable area.

I also feel strongly that the "new" Carlingwood as just opened already seems to be a traffic horror on its own property. The prospect of further expansion is unbelievable.

Sincerely,

(signature)

NAME: M. TAGGART-COWAN
(PLEASE PRINT)

ADDRESS: 2048 DOVERCOURT AVE. POSTAL CODE: K2A 0X1
(PLEASE PRINT)

DATE: Nov. 2/87

034
161-8

907

Chairman G. Hunter and Members of Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Chairman and Members:

I would like to record my support for the position that there should be no further expansion of the Carlingwood Shopping Centre and Fairlawn Plaza properties.

In particular, I am concerned that the regional roads (Woodroffe, Carling, Fairlawn) and intersections which abut the properties have become so congested, and so stressful to drivers, that ever-increasing volumes of shopping centre traffic and regional traffic are diverting from regional roads to neighbourhood streets.

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I am therefore pleased to join with many other residents and our area associations to request, in the interests of the larger public good, that the Regional Official Plan treat Carlingwood and Fairlawn as a single commercial entity, and that Carlingwood-Fairlawn be limited to the existing gross leasable area.

Sincerely,

I am concerned about the poor access to this centre.

(signature)

NAME: D. K. DONALDSON
(PLEASE PRINT)

ADDRESS: 2063 PRINCE CHARLES RD POSTAL CODE: K2A 3K9
(PLEASE PRINT)

DATE: Nov 1/87

Chairman G. Hunter and Members of Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Chairman and Members:

I would like to record my support for the position that there should be no further expansion of the Carlingwood Shopping Centre and Fairlawn Plaza properties.

In particular, I am concerned that the regional roads (Woodroffe, Carling, Fairlawn) and intersections which abut the properties have become so congested, and so stressful to drivers, that ever-increasing volumes of shopping centre traffic and regional traffic are diverting from regional roads to neighbourhood streets.

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Sincerely,

Mary Thompson
(signature)

NAME: MARY THOMPSON
(PLEASE PRINT)

ADDRESS: 315A-2055 CARLING AVENUE POSTAL CODE: K2A-1G6
(PLEASE PRINT)

DATE: October 30, 1987

037
161-11

Chairman G. Hunter and Members of Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Chairman and Members:

I would like to record my support for the position that there should be no further expansion of the Carlingwood Shopping Centre and Fairlawn Plaza properties.

In particular, I am concerned that the regional roads (Woodroffe, Carling, Fairlawn) and intersections which abut the properties have become so congested, and so stressful to drivers, that ever-increasing volumes of shopping centre traffic and regional traffic are diverting from regional roads to neighbourhood streets.

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I am therefore pleased to join with many other residents and our area associations to request, in the interests of the larger public good, that the Regional Official Plan treat Carlingwood and Fairlawn as a single commercial entity, and that Carlingwood-Fairlawn be limited to the existing gross leasable area.

Sincerely,

(signature)

NAME: Pl. COPLAND
(PLEASE PRINT)

ADDRESS: #304-2116 Neepawa Ave. Ottawa POSTAL CODE: K2A 3M2
(PLEASE PRINT)

DATE: Oct. 29, 1987

N.B - Friends coming to visit now cannot find a parking space on Lockhart Ave. The police are now ticketing cars over the 3 hour limit. This never used to be and it is my belief (over)

~10

038

161-13

Chairman G. Hunter and Members of Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Chairman and Members:

I would like to record my support for the position that there should be no further expansion of the Carlingwood Shopping Centre and Fairlawn Plaza properties.

In particular, I am concerned that the regional roads (Woodroffe, Carling, Fairlawn) and intersections which abut the properties have become so congested, and so stressful to drivers, that ever-increasing volumes of shopping centre traffic and regional traffic are diverting from regional roads to neighbourhood streets.

Due to this invasion of local streets by shopping centre traffic, and by regional traffic trying to bypass the congestion around the properties, area residents have been obliged to suffer the consequences.

That is, with each expansion residents in the surrounding neighbourhoods suffer the consequences of more traffic: loss of safety of pedestrians, cyclists and motorists; increased air and noise pollution; loss of enjoyment of property and neighbourhood facilities; loss of property values; loss of a sense of community; and an overall diminished quality of life.

I am therefore pleased to join with many other residents and our area associations to request, in the interests of the larger public good, that the Regional Official Plan treat Carlingwood and Fairlawn as a single commercial entity, and that Carlingwood-Fairlawn be limited to the existing gross leasable area.

We cannot undo what
has been done but it
is very scary to
start [illegible] around the mall!

Sincerely,

(signature)

I'm very
sorry they did
expand and it's
just another
[illegible] Mall
Bill!!

NAME: E. VANDERWOLDE
(PLEASE PRINT)

ADDRESS: 211 - LOCKHART AVE #510 POSTAL CODE: K2A [illegible]
(PLEASE PRINT)

DATE: 29 October 1987

039
161.14

Chairman G. Hunter and Members of Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Chairman and Members:

I would like to record my support for the position that there should be no further expansion of the Carlingwood Shopping Centre and Fairlawn Plaza properties.

In particular, I am concerned that the regional roads (Woodroffe, Carling, Fairlawn) and intersections which abut the properties have become so congested, and so stressful to drivers, that ever-increasing volumes of shopping centre traffic and regional traffic are diverting from regional roads to neighbourhood streets.

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Sincerely,

Gülten Rose
(signature)

NAME: Gülten Rose
(PLEASE PRINT)

ADDRESS: 2208 Elder Street (PLEASE PRINT) **POSTAL CODE:** K2B 6N1

DATE: 2 November 1987

The problem of traffic congestion has gotten much worse also within the shopping center itself. Has anybody amongst you recently tried to get in ~~and~~ out of Loblaws lately?

912

040
161-15

OVER
PLEASE

Chairman G. Hunter and Members of Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Chairman and Members:

I would like to record my support for the position that there should be no further expansion of the Carlingwood Shopping Centre and Fairlawn Plaza properties.

In particular, I am concerned that the regional roads (Woodroffe, Carling, Fairlawn) and intersections which abut the properties have become so congested, and so stressful to drivers, that ever-increasing volumes of shopping centre traffic and regional traffic are diverting from regional roads to neighbourhood streets.

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Sincerely,

(signature)

NAME: BARRY WELLAR
(PLEASE PRINT)

ADDRESS: 890 RIDLEY BLVD OTTAWA POSTAL CODE: K2A 3P5
(PLEASE PRINT)

DATE: OCT 29/87

Nov 3/87

Dear Chairman and Members,
Regional Planning Committee:

I have reviewed the documentation accompanying the Planning Department Recommendation to Planning Committee, and the Recommendation, all dated November, 1987 and remain fully persuaded that for Planning purposes Carlingwood Shopping Centre at Fairlawn Plaza should be treated as a single commercial entity that is limited to its existing gross leasable area.

I urge the Chairman and Members to adopt the position of so many area residents and to recommend to Regional Council that Carlingwood/Fairlawn be limited to the existing gross leasable area.

Sincerely,

Barry Wellar, M.S., Ph.D., MCIP

BARRY WELLAR

914

042
161-17

Chairman G. Hunter and Members of Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Chairman and Members:

I would like to record my support for the position that there should be no further expansion of the Carlingwood Shopping Centre and Fairlawn Plaza properties.

In particular, I am concerned that the regional roads (Woodroffe, Carling, Fairlawn) and intersections which abut the properties have become so congested, and so stressful to drivers, that ever-increasing volumes of shopping centre traffic and regional traffic are diverting from regional roads to neighbourhood streets.

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I am therefore pleased to join with many other residents and our area associations to request, in the interests of the larger public good, that the Regional Official Plan treat Carlingwood and Fairlawn as a single commercial entity, and that Carlingwood-Fairlawn be limited to the existing gross leasable area.

Sincerely,

Janet Storey.
(signature)

NAME: JANET STOREY
(PLEASE PRINT)

ADDRESS: 2116 [illegible]
(PLEASE PRINT)
POSTAL CODE: K2A 3M1

DATE: Oct 29th/87

041
161-18

Chairman G. Hunter and Members of Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Chairman and Members:

I would like to record my support for the position that there should be no further expansion of the Carlingwood Shopping Centre and Fairlawn Plaza properties.

In particular, I am concerned that the regional roads (Woodroffe, Carling, Fairlawn) and intersections which abut the properties have become so congested, and so stressful to drivers, that ever-increasing volumes of shopping centre traffic and regional traffic are diverting from regional roads to neighbourhood streets.

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PLANNING PRINCIPLES P 6

PLANNING PRINCIPLES 1 6

I am therefore pleased to join with many other residents and our area associations to request, in the interests of the larger public good, that the Regional Official Plan treat Carlingwood and Fairlawn as a single commercial entity, and that Carlingwood-Fairlawn be limited to the existing gross leasable area.

Sincerely,

A R Gregory
(signature)

NAME: A. R. GREGORY
(PLEASE PRINT)

ADDRESS: 2052 PRINCE CHARLES RD POSTAL CODE: K2A 3L1
(PLEASE PRINT)

DATE: 1 NOV 1987

Chairman G. Hunter and Members of Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Chairman and Members:

I would like to record my support for the position that there should be no further expansion of the Carlingwood Shopping Centre and Fairlawn Plaza properties.

In particular, I am concerned that the regional roads (Woodroffe, Carling, Fairlawn) and intersections which abut the properties have become so congested, and so stressful to drivers,* that ever-increasing volumes of shopping centre traffic and regional traffic are diverting from regional roads to neighbourhood streets.

* AND PEDESTRIANS!

Due to this invasion of local streets by shopping centre traffic, and by regional traffic trying to bypass the congestion around the properties, area residents have been obliged to suffer the consequences.

That is, with each expansion residents in the surrounding neighbourhoods suffer the consequences of more traffic: loss of safety of pedestrians, cyclists and motorists; increased air and noise pollution; loss of enjoyment of property and neighbourhood facilities; loss of property values; loss of a sense of community; and an overall diminished quality of life.

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Sincerely,

R S Cork
(signature)

NAME: RONALD S. CORK
(PLEASE PRINT)

ADDRESS: 2080 DOVERCOURT AVE POSTAL CODE: K2A 0X1
(PLEASE PRINT)

DATE: NOVEMBER 1, 1987

205
161-20

Chairman G. Hunter and Members of Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Chairman and Members:

I would like to record my support for the position that there should be no further expansion of the Carlingwood Shopping Centre and Fairlawn Plaza properties.

In particular, I am concerned that the regional roads (Woodroffe, Carling, Fairlawn) and intersections which abut the properties have become so congested, and so stressful to drivers, that ever-increasing volumes of shopping centre traffic and regional traffic are diverting from regional roads to neighbourhood streets.

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Sincerely,

Mary Lloyd
(signature)

NAME: MRS M LLOYD
(PLEASE PRINT)

ADDRESS: 5/1983 CARLING AVE (PLEASE PRINT) POSTAL CODE: K2A-1E9

DATE: NOVEMBER 1st 1987

With the present expansion of Carlingwood Mall I find it ludicrous that [illegible] Post Office facilities have been included in the plans. 161.21

One can buy Stamps at the Information Bureau and Sears, but there is just no where one can post a parcel or packet or get Overseas letters etc weighed and dispached.

It is most inconvient to have to take a bus up to Lincoln Fields / Richmond Road to get such a servi

I am an Overseas visitor to Ottawa and have been visiting here and living in this area since 1979, & I find it most difficult & inconvient at times, & time consuming, to have to take a bus to get an Airmail letter weighed & dispatched - plus parcels

It is not only myself who finds it inconvient, there are many people living in this area, many in Senior years who must find it very awkward to have to travel by bus to the nearest Post Office

Maybe people with cars don't mind travelling a few miles up the road, but many people don't have cars.

It will be worse in the Winter months for the elderly people of this area. It is time the Planners of these Malls considered such facilities an important item - communication is important for everyone.

Sincerely

Mary Lloyd

P.S.

Another suggestion is a Cloakroom where one could leave heavy Winter coats & bulky packages & parcels. Shopping Malls are very warm & heavy clothing is a burden when shopping over an hour.

919

#162

City of
Ville d'Ottawa

J.R. CYR
CITY CLERK
GREFFIER

111 SUSSEX
OTTAWA, ONTARIO K1N 5A1
(613) 564-1387

830-2

0713-504/87

November 10, 1987

OTTAWA-CARLETON
RECEIVED
NOV 10 1987
3:00pm
CLERK'S DEPARTMENT

Ms. Gail Brown
Clerk
Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Ms. Brown:

City Council, at its meeting held on November 4, 1987, considered the attached report with respect to the Regional Official Plan Review - Response to Draft Policies.

Attached is a copy of Council's disposition on this matter. Should you have any questions with regards to these amendments, please contact the Community Development Department at 564-3535.

Please forward this to your Council for appropriate action.

Yours truly,

J. R. Cyr
City Clerk

/cb

Att.

c.c. Community Development Department

CC3C0406

ITEM 5 - REF. 0713-510/87 DEALT WITH AS FOLLOWS:

APPLICATION TO AMEND BY-LAW NUMBER Z-2K FROM HR-1 TO HC-1 TO PERMIT COMMERCIAL USES ON THE GROUND FLOOR AT THE PROPERTY KNOWN MUNICIPALLY AS 323-325 ST. PATRICK STREET

CARRIED ON THE FOLLOWING DIVISION:

> YEAS: ALDERMEN KENT, HOLZMAN, WILDGEN, LAVIOLETTE, MORRISON, MALONEY, BROWN, HOLMES, FISHER, SMITH, O'NEILL, KELLY, QUINN AND MAYOR DURRELL. - 14.
>
> NAYS: ALDERMEN HARB AND MCSWEENEY. - 2.

ITEM 6 - REF. 0103-200/87 CARRIED

DESIGN COMMITTEE - MEMBERSHIP

ITEM 7 - REF. 0103-192/87 CARRIED

LOCAL ARCHITECTRUAL CONSERVATION ADVISORY COMMITTEE - MEMBERSHIP

22/21. MOVED BY ALDERMAN HOLZMAN, SECONDED BY ALDERMAN SMITH, THAT REPORT **19A OF THE PLANNING COMMITTEE** BE RECEIVED AND ADOPTED. - RECEIVED.

ON MOTION OF ALDERMAN HOLZMAN, SECONDED BY ALDERMAN KENT, CITY COUNCIL RESOLVED INTO A COMMITTEE OF THE WHOLE TO CONSIDER ITEM 1.

IN COMMITTEE OF THE WHOLE

ROBERT PLAYER, HOUSING MANAGER, BRIAN ROSE, REGIONAL LIAISON - POLICY PLANNING DIVISION, JAMES O'BRIEN, PROPERTY LAW - LEGAL DEPARTMENT AND LARRY SPENCER, MANAGER, POLICY AND PLANNING DIVISION, WERE PRESENT TO ANSWER THE QUESTIONS OF COUNCIL.

ON MOTION OF ALDERMAN SMTIH, THE COMMITTEE OF THE WHOLE AROSE AND REPORTED PROGRESS.

IN COUNCIL

ITEM 1 - REF. 0713-519/87 DEALT WITH AS FOLLOWS:

REGIONAL OFFICIAL PLAN REVIEW - RESPONSE TO DRAFT POLICIES

DEPARTMENTAL RECOMMENDATION 1

LOST ON THE FOLLOWING DIVISION:

> YEAS: ALDERMEN WILDGEN, LAVIOLETTE, MALONEY, BROWN, HOLMES, SMITH AND O'NEILL. - 7.
>
> NAYS: ALDERMEN KENT, HOLZMAN, MORRISON, HARB, FISHER, KELLY, QUINN AND MAYOR DURRELL. - 8.

*** THE FOLLOWING MOTION WAS INTRODUCED LATER DURING THE DISCUSSION OF THE ITEM, BUT FOR EASE OF REFERENCE IT APPEARS HERE.

22/22. MOVED BY ALDERMAN KENT, SECONDED BY ALDERMAN O'NEILL THAT THE RULES OF PROCEDURE BE SUSPENDED TO DEAL WITH DEPARTMENTAL RECOMMENDATION 1 AGAIN. - CARRIED.

DEPARTMENTAL RECOMMENDATION 1 - PART 5 - CARRIED

DEPARTMENTAL RECOMMENDATION 1 - PART 6 - DEALT WITH AS FOLLOWS:

22/23. MOVED BY ALDERMAN HARB, SECONDED BY ALDERMAN HOLMES, THAT THE REGION MAINTAIN AND ENHANCE ITS MONITORING, COORDINATION AND CONSULTING ROLE WITH RESPECT TO MARKET AND SOCIAL HOUSING IN THE REGION. - CARRIED.

PART 6, AS AMENDED, CARRIED.

DEPARTMENTAL RECOMMENDATION 1 - PART 7 - DEALT WITH AS FOLLOWS:

22/24. MOVED BY ALDERMAN SMITH, SECONDED BY ALDERMAN HOLMES, THAT "THE ZONING LAW PASSED BY" BE DELETED FROM 6(A) OF SECTION 7.2.1, POLICIES FOR FLOOD PLAINS (PART 7 ENVIRONMENTAL CONSTRAINTS). - CARRIED.

PART 7, AS AMENDED, CARRIED.

DEPARTMENTAL RECOMMENDATION 1 - PARTS 8 - 10 - CARRIED

ADDITIONAL PLANNING COMMITTEE RECOMMENDATION - CARRIED.

DEPARTMENTAL RECOMMENDATION 2 - CARRIED.

DEPARTMENTAL RECOMMENDATION 3A - CARRIED.

PLANNING COMMITTEE RECOMMENDATION 3B(I)

CARRIED ON THE FOLLOWING DIVISION:

> YEAS: ALDERMEN KENT, WILDGEN, LAVIOLETTE, MORRISON, MALONEY, BROWN, HARB, FISHER, O'NEILL, MCSWEENEY AND KELLY. - 11.
>
> NAYS: ALDERMEN HOLZMAN, HOLMES, SMITH AND MAYOR DURRELL. - 4.

PLANNING COMMITTEE RECOMMENDATION 3B(II) - CARRIED

DEPARTMENTAL RECOMMENDATION 3C - CARRIED.

DEPARTMENTAL RECOMMENDATION 4 - CARRIED.

DEPARTMENTAL RECOMMENDATION 5A

CARRIED ON THE FOLLOWING DIVISION:

> YEAS: ALDERMEN HOLZMAN, WILDGEN, LAVIOLETTE, MALONEY, BROWN, HARB, HOLMES, FISHER, SMITH, O'NEILL, MCSWEENEY, KELLY AND MAYOR DURRELL. - 13.
>
> NAYS: ALDERMEN KENT AND MORRISON. - 2.

DEPARTMENTAL RECOMMENDATION 5B

LOST ON THE FOLLOWING DIVISION:

> YEAS: ALDERMEN LAVIOLETTE, SMITH, O'NEILL AND MAYOR DURRELL. - 4.
>
> NAYS: ALDERMEN KENT, HOLZMAN, WILDGEN, MORRISON, MALONEY, BROWN, HARB, HOLMES, FISHER, MCSWEENEY AND KELLY. - 11.

*** THE FOLLOWING MOTION WAS INTRODUCED LATER DURING THE DISCUSSION OF THE ITEM, BUT FOR EASE OF REFERENCE IT APPEARS HERE.

22/25. MOVED BY ALDERMAN SMITH, SECONDED BY ALDERMAN HOLMES, THAT THE RULES OF PROCEDURE BE SUSPENDED TO ALLOW DEPARTMENTAL RECOMMENDATION 5B TO BE VOTED ON AGAIN.

SUSPENSION LOST ON THE FOLLOWING DIVISION:

YEAS: ALDERMEN WILDGEN, LAVIOLETTE, MALONEY, BROWN, HOLMES, FISHER, SMITH AND O,NEILL. - 8.

NAYS: ALDERMEN KENT, HOLZMAN, MORRISON, HARB, MCSWEENEY, KELLY AND MAYOR DURRELL. - 7.

PLANNING COMMITTEE RECOMMENDATION 5C(1) - CARRIED

PLANNING COMMITTEE RECOMMENDATION 5C (2) AND (3)

LOST ON THE FOLLOWING DIVISION:

YEAS: ALDERMEN WILDGEN, LAVIOLETTE, BROWN, HOLMES, SMITH AND O'NEILL. - 6.

NAYS: ALDERMEN KENT, HOLZMAN, MORRISON, MALONEY, FISHER, MCSWEENEY, KELLY AND MAYOR DURRELL. - 8.

PLANNING COMMITTEE RECOMMENDATION 5C (4)

CARRIED ON THE FOLLOWING DIVISION:

YEAS: ALDERMEN WILDGEN, LAVIOLETTE, BROWN, HARB, HOLMES, FISHER, SMITH, O'NEILL AND MCSWEENEY. - 9.

NAYS: ALDERMEN KENT, HOLZMAN, MORRISON, MALONEY, KELLY AND MAYOR DURRELL. - 6.

PLANNING COMMITTEE RECOMMENDATION 5C (5)

CARRIED ON THE FOLLOWING DIVISION:

YEAS: ALDERMEN KENT, WILDGEN, LAVIOLETTE, MALONEY, BROWN, HARB, HOLMES, FISHER AND MCSWEENEY. - 9.

NAYS: ALDERMEN HOLZMAN, MORRISON, KELLY AND MAYOR DURRELL. - 4.

PLANNING COMMITTEE RECOMMENDATION 5C - ALTA VISTA DRIVE

LOST ON THE FOLLOWING DIVISION:

YEAS: ALDERMEN KENT, MORRISON, MALONEY, HARB, FISHER, O'NEILL AND MCSWEENEY. - 7.

NAYS: ALDERMEN HOLZMAN, WILDGEN, LAVIOLETTE, HOLMES, SMITH, KELLY AND MAYOR DURRELL. - 7.

A NOTICE OF RECONSIDERATION WAS FILED WITH RESPECT TO PLANNING COMMITTEE RECOMMENDATION 5C - ALTA VISTA DRIVE.

DEPARTMENTAL RECOMMENDATION 5D - DEALT WITH AS FOLLOWS:

22/26. MOVED BY ALDERMAN MALONEY, SECONDED BY ALDERMAN KELLY, THAT THE DEPARTMENTAL RECOMMENDATION 5D BE APPROVED SUBJECT TO THE WORDS 'WELLINGTON STREET' BEING AMENDED TO READ 'RICHMOND ROAD'. - CARRIED.

DEPARTMENTAL RECOMMENDATION 5D, AS AMENDED, CARRIED.

DEPARTMENTAL RECOMMENDATION 5E - CARRIED.

PLANNING COMMITTEE RECOMMENDATION 5F - DEALT WITH AS FOLLOWS:

22/27. MOVED BY ALDERMAN HOLZMAN, SECONDED BY ALDERMAN SMITH, THAT RECOMMENDATION 5F OF PAGE 4 BE AMENDED TO READ: "A MONITORING SYSTEM WILL BE ESTABLISHED TO IDENTIFY THE CHARACTERISTICS THAT WOULD INCREASE THE NEED FOR IMPROVEMENTS TO TIER 2 ROADS EARLIER THAN ANTICIPATED OR DECREASE THE NEED FOR IMPROVEMENTS. SHOULD CIRCUMSTANCES WARRANT, AN AMENDMENT WILL BE INITIATED TO CHANGE THE STATUS OF A ROAD(S) FROM TIER 2 TO TIER 1, FROM TIER 1 TO TIER 2, OR WHEN IMPROVEMENTS ARE NO LONGER REQUIRED." - CARRIED.

PLANNING COMMITTEE RECOMMENDATION 5F, AS AMENDED, CARRIED.

DEPARTMENTAL RECOMMENDATIONS 5G - 5L - CARRIED.

22/28. MOVED BY ALDERMAN MALONEY, SECONDED BY ALDERMAN LAVIOLETTE, THAT A TRAFFIC STUDY OF THE IMPACT ON THE CARLINGTON WEST RESIDENTIAL COMMUNITY BE PROVIDED FOR, AND COMPLETED WITHIN ONE YEAR OF REGIONAL COUNCIL'S DESIGNATION OF THE WOODWARD/CLYDE AVENUE AREA, SHOULD IT BE APPROVED BY REGIONAL COUNCIL.
*1 - REFERRED TO THE COMMUNITY SERVICES AND OPERATIONS COMMITTEE.

ITEM 2 - REF. 0713-504/87 CARRIED

APPLICATION TO AMEND BY-LAW NUMBER Z-2K, FROM C1-B(1.0) TO C1-C(1.0), TO PERMIT THE RELOCATION OF THE EXISTING GASOLINE PUMPS FOR THE PROPERTY KNOWN MUNICIPALLY AS 2756 IRIS STREET AND 1183 PINECREST ROAD

ITEM 3 - REF. 0713-286/87 CARRIED

CONSIDERATION OF APPEALS AND AMENDMENT TO BY-LAW NUMBER 102-84 FOR RICHMOND ROAD/WESTBORO AREA

ON MOTION OF ALDERMAN O'NEILL, SECONDED BY ALDERMAN BROWN, CITY COUNCIL RESOLVED INTO A COMMITTEE OF THE WHOLE TO CONSIDER ITEM 4.

IN COMMITTEE OF THE WHOLE

A. DEGAGNE, CHIEF ADMINISTRATIVE OFFICER, WAS PRESENT TO ANSWER THE QUESTIONS OF COUNCIL.

ON MOTION OF ALDERMAN FISHER, THE COMMITTEE OF THE WHOLE AROSE AND REPORTED PROGRESS.

IN COUNCIL

ITEM 4 - REF. 0713-527/87 DEALT WITH AS FOLLOWS:

RIDEAU MALL STUDY

22/29. MOVED BY ALDERMAN HOLZMAN, SECONDED BY ALDERMAN FISHER, THAT RECOMMENDATION 4A BE AMENDED TO REPLACE DIRECTOR OF BUILDINGS WITH COMMISSIONER OF PLANNING AND DEVELOPMENT. - CARRIED.

22/30. MOVED BY ALDERMAN HOLZMAN, SECONDED BY ALDERMAN FISHER, THAT RECOMMENDATION 4 BE AMENDED TO ADD THE FOLLOWING: "THAT ALDERMAN KENT BE APPOINTED TO PROVIDE A LIAISON BETWEEN THE CHAIRMAN OF THE CITY NEGOTIATING COMMITTEE AND CITY COUNCIL.

LOST ON THE FOLLOWING DIVISION:

YEAS: ALDERMEN KENT, HOLZMAN, MORRISON, HARB, FISHER, MCSWEENEY, QUINN AND MAYOR DURRELL. - 8.

NAYS: ALDERMEN WILDGEN, LAVIOLETTE, MALONEY, BROWN, HOLMES, SMITH, O'NEILL AND KELLY. - 8.

THE ITEM, AS AMENDED AND WITH THE ATTACHED ADDITIONAL INFORMATION, CARRIED.

CITY OF OTTAWA - VILLE D'OTTAWA

FROM: Community Development Department
DE:

DATE: September 30, 1987

Ref. No.: 0713-519/87 CD1E0082-4
N° de ref.:

FOR: Action - Policy
POUR: Exécution politique

Ward/Quartier: City-wide

TO/À: [1] Planning Committee
Comité d'urbanisme
[2] City Council
Conseil municipal

SUBJECT/OBJET

1. Regional Official Plan Review - Response to Draft Policies. CD-4515-6

Révision du Plan directeur régional - Réponse aux politiques préliminaires

DEPARTMENTAL RECOMMENDATION

1. That the City of Ottawa support the region's interests, objectives and policies in the following areas:

Part 5 - Resource Area Policies
Part 6 - Housing
Part 7 - Environmental Constraints
Part 8 - River Corridors
Part 9 - The Visual Environment and Heritage Resources
Part 10 - Environment Protection

PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends.

ADDITIONAL PLANNING COMMITTEE RECOMMENDATION

i. That the Region ask the Province to confirm the policy change to recognize the flood fringe under the Planning Act.

ii. That the Region ask the Conservation Authority to define regulations for the flood fringe.

iii. That the City seek eventual delegation of the administration of regulations within the flood plain within the City of Ottawa.

DEPARTMENTAL RECOMMENDATION

2. That the region define an effective monitoring system that includes and relies heavily upon the regional housing statement and its updates.

PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends.

DEPARTMENTAL RECOMMENDATION

3a. That the region not designate secondary employment centres on Schedule B.

PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends.

DEPARTMENTAL RECOMMENDATION

3b. If the region does not concur with recommendation 3a Schedule B be amended by the following additions and deletions of secondary employment centres:

1. intersection of Innes Road and St. Laurent Boulevard (addition);

2. City Hall, National Research Council and External Affairs (addition);

3. Woodward/Clyde Avenue (addition);

4. Carlingwood Mall (deletion);

5. Billings Bridge (deletion).

PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends subject to the following amendments:

i. That Recommendation 3b 3. " Woodward/Clyde Avenue (addition)" be deleted.

YEAS: Aldermen Smith, Laviolette and O'Neill
NAYS: Alderman Holmes

ii. That Recommendation 3b 5. " Billings Bridge (deletion)" be deleted.

YEAS: Aldermen Holmes, Laviolette and O'Neill
NAYS: Alderman Smith

DEPARTMENTAL RECOMMENDATION

3c. That housing units be permitted and encouraged in primary and secondary employment centres where the surrounding area offers a suitable environment for residential development.

PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends.

DEPARTMENTAL RECOMMENDATION

4. That the region define a maximum gross leaseable area for regional shopping centres within the greenbelt exclusive of the Central Area and that the size of individual centres be defined by the local municipality based on such factors as the site size of the centre, capacity of the infrastructure to support the development, access and neighbourhood context.

PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends.

DEPARTMENTAL RECOMMENDATION

5a. That the future status of Lenester-Fairlawn Avenues within the regional road system be considered following the outcome of the study into alternatives to the present function these roads perform.

PLANNING COMMITTEE RECOMMENDATION

The Committee recommends that Lenester-Fairlawn Avenues be deleted as Regional roads.

DEPARTMENTAL RECOMMENDATION

5b. That the Queensway Collector - Distributor System, the Nicholas/Industrial connector and the Vanier Parkway (extension to MacDonald-Cartier Bridge) be deleted from Schedule C1 of the proposed Regional Roads Plan as per City Council's recommendations to Regional Council in May, 1986.

PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends.

DEPARTMENTAL RECOMMENDATION

5c. That the Region not seek approval of the following roads to be in the regional road system and shown on Schedule C1 until such time as the Road Classification Review is considered - (1) Prince of Wales (Carling to Highway 16), (2) and (3) Lyon and Metchalfe Streets (from the Queensway to Gloucester), (4) Somerset Street (from Bronson to Elgin) and (5) Parkdale Avenue.

PLANNING COMMITTEE RECOMMENDATION

The Committee recommends that the following roads be deleted from the Regional road system:

(1) Prince of Wales (Carling to Highway 16)
(2) and (3) Lyon and Metcalfe Streets (from the Queensway to Gloucester)
(4) Somerset Street (from Bronson to Elgin)
(5) Parkdale Avenue
Alta Vista Drive

DEPARTMENTAL RECOMMENDATION

5d. That the approval of Kirkwood Avenue between Scott and Wellington Streets be subject to approval only after a full review of the need for the extension is completed and potential changes to the status of other regional roads in the area have been identified.

PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends.

DEPARTMENTAL RECOMMENDATION

5e. That Policy 4 be amended to read " Council shall pass a by-law to specify the right-of-way for each regional road, which includes land for uses other than the roadway (such as for pedestrian facilities, bicycles lanes, landscaping, noise abatement, utilities), such by-law being subject to amendment from time to time.

PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends.

DEPARTMENTAL RECOMMENDATION

5f. That Policy 5 be amended by adding the following:

> " A monitoring system will be established to identify the characteristics that would increase the need for improvements to Tier 2 roads earlier than anticipated. Should circumstances warrant, an amendment will be initiated to change the status of a road(s) from Tier 2 Tier 1."

PLANNING COMMITTEE RECOMMENDATION

The Committee recommends that Policy 5 be amended by adding the following:

" A monitoring system will be established to identify the characteristics that would increase the need for improvements to Tier 2 roads earlier than anticipated or decrease the need for improvements. Should circumstances warrant, an amendment will be initiated to change the status of a road(s) from Tier 2 to Tier 1 or from Tier 1 to Tier 2.

DEPARTMENTAL RECOMMENDATION

5g. That Policy 9 be amended as follows:

> " Regional Council shall participate with other levels of government in a study to determine the need for and location of additional road crossings of the Ottawa River. Pending the outcome of this study, Council shall protect, in cooperation with the NCC and other Federal departments, approaches to future bridge locations."

PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends.

DEPARTMENTAL RECOMMENDATION

5h. That Policy 15 c) be amended to read " an arrangement of development and streets whereby the users of the buildings generally are within walking distance to transit service or where transit service can be provided and walking distance to transit service are minimized by ..."

PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends.

DEPARTMENTAL RECOMMENDATION

5i. That Policy 20 be deleted and replaced by the following:

> " When approving or considering local Official Plans and amendments, Council will ensure that area municipalities encourage a high level of use of the transitway. This may be accomplished by the local municipality identifying, through detailed planning studies, the appropriate arrangement and intensity of development and provision of pedestrian access at transitway stations."

PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends.

DEPARTMENTAL RECOMMENDATION

5j. That Policy 21 be deleted from the draft official plan. In its place the region should define an ongoing monitoring system to investigate possible transitway extensions.

PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends.

DEPARTMENTAL RECOMMENDATION

5k. That Policy 22 be amended as follows:

> "Council recognizes bicycles as a form of transportation for commuting and recreation on existing and proposed regional roads, in new transitway corridors and regional utility corridors where appropriate. Where feasible..."

PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends.

DEPARTMENTAL RECOMMENDATION

5l. That Schedule F be amended to extend the major bicycle corridor south along Conroy Road to Hunt Club Road.

PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends.

BACKGROUND

Stage 1 of the Regional Official Plan Review

The Official Plan for the Regional Municipality of Ottawa-Carleton was adopted in 1974. The Region commenced with Stage 1 of the review of the 1974 Plan in the early 80's and released a Discussion Paper on a "Regional Development Strategy" in March 1984. Between March 1984 and October 1984 public consultation and further review by Regional staff were carried out. City Council, on October 3, 1984, approved a staff report on the assessment of the "Regional Development Strategy: Conclusion and Recommendations". The City's position on the Regional Development Strategy, as embodied in that report, was transmitted to Regional Council for consideration. Stage 1 of the Review concluded in December 1984, when Regional Council adopted fourteen recommendations which served as the basis for the Stage 2 Review.

Stage 2 of the Regional Official Plan Review

The Region prepared fourteen Discussion Papers and eleven Resource Papers in December 1985, and technical reports on transportation issues in February 1986. City staff prepared responses to these papers. Council's recommendations were forwarded to the Region in May 1986.

Based on the Discussion Papers and the public feedback, Regional staff prepared a draft Official Plan. This was presented to Regional Planning Committee in May 1987, and subsequently to the public for comments. The Region scheduled public meetings starting September 15, 1987 to hear comments on the draft plan. Regional staff propose to review the comments and, along with Regional Planning Committee, revise the policies where appropriate and present a new Official Plan for Regional Council approval in late 1987 or early 1988.

Purpose and Structure of this Report

City staff have reviewed the draft Regional Official Plan and have identified areas where the proposed policies are supported. These policies are consistent with City of Ottawa objectives and the Municipal Directions Statement Draft Policy Report.

Policies which are not consistent with City objectives have also been identified. These are identified as being of concern to staff. This report identifies where changes to the draft policies are recommended.

It should be noted that most major issues from the May 1986 Council comments have been resolved through discussion with regional staff. This intergovernmental liaison has been very beneficial as it resolved many of the previous 52 issues. This non-confrontational process in resolving concerns must continue through ongoing relations between the city and region during the implementation and monitoring process.

A brief description of each topic precedes a discussion of the implications of the policies for the City and the applicable recommendation(s).

OPTION(S)

N/A

RATIONALE

The draft objectives and policies of the following topic areas have been reviewed and are considered to be consistent with City of Ottawa objectives - Resource Area (Part 5), Housing (Part 6), Environmental Constraints (Part 7, River Corridors (Part 8), Visual Environment and Heritage Resources (Part 9) and Environmental Protection (Part 10). A brief summary of these topic areas is provided in subsequent sections under Rationale. (Recommendation 1)

Recommendation 1

1. **That the City of Ottawa support the region's interests, objectives and policies in the following areas:**

   Part 5 - Resource Area Policies
   Part 6 - Housing
   Part 7 - Environmental Constraints
   Part 8 - River Corridors
   Part 9 - The Visual Environment and Heritage Resources
   Part 10 - Environment Protection

PARTS 1 AND 2 - Introduction and Regional Development Strategy

The draft regional plan designates land to meet the requirements of a population of 725,000 which may occur early in the next century. With that population level, 23,700 hectares of developed urban land will be required to provide for 302,000 households and 423,000 jobs.

The draft regional official plan has defined a growth management strategy which is based on four factors - i) projecting land requirements to the year 2001 including a sufficient oversupply to provide for an orderly land market; 2) staging of land development by designating lands that can meet housing requirements to the mid - 1990's as Stage 1 (subject to sewer and water services being available) and Stage 2 for land to meet housing demand beyond the mid - 90's; 3) establishing a minimum standard of a 10 year supply of serviced residential land; and 4) restricting the extension of services to

Stage 1 land with priority given to completing the services in Kanata and Orleans before providing trunk services to a south urban centre.

City's Response

The city previously identified the need for a growth management strategy in the regional official plan which would provide flexibility in making servicing decisions based on actual need. The policies proposed in the draft plan for the growth management strategy address many of the city's previous concerns and, therefore, are supported. The city also had identified the need to incorporate an effective monitoring system in the plan. A monitoring system should be a fundamental part of the growth management strategy. The draft plan does not contain policies on a comprehensive monitoring system.

The city still considers it important that an effective monitoring system be defined. The need for a review of the assumptions on which the growth strategy is based is evidenced by the under-estimation of the 1986 regional population. While the regional staff estimated an 8.9% population increase between 1981-1986, Census data indicates that Ottawa-Carleton increased in population 10.9% over the five year period. The monitoring system would review on an annual basis the factors used in various projections to provide for more accurate and current estimates.

Another example of the benefits of addressing the major assumptions is in the area of intensification. This is one area where the city and region have not agreed on the number of new units that can be built within Ottawa. If the city is capable of providing sufficient opportunity for additional housing over and above the regional staff predictions, any delay in the need for additional land in the south urban community can be identified.

The city considers it important that the housing and land projections prepared as part of the Regional Housing Statement be incorporated into a monitoring system and used during a 5 year review of the regional plan. In this way, accurate assessments may be made on the likelihood of meeting the projections and, if necessary, changing the projections or the assumptions on which they are made. (Recommendation 2)

Recommendation 2

That the region define an effective monitoring system that includes and relies heavily upon the regional housing statement and its updates to more effectively determine the need for servicing and developing the designated Stage 2 lands.

PART 3 - The Urban Area

The section on the Urban Area contains four sub-sections which are discussed separately under the following headings - employment areas, shopping facilities, major community facilities and the general urban area.

Employment Areas

The draft regional plan identified three types of employment centres. Generally, Primary employment centres (originally called intensive employment areas in the earlier discussion papers) are located at highly accessible sites (such as transitway stations), capable of accommodating more than 5,000 jobs in high density, mixed use developments and within 40 minutes on transit to most of the urban areas. Within Ottawa, the following areas have been identified as primary employment areas on Schedule B to the draft Regional Official Plan: St. Laurent/Queensway, Tunney's Pasture and the proposed South Keys regional shopping centre.

Secondary employment centres are small mixed use developments having the potential to accommodate 2,000-5,000 jobs at relatively high densities and be compact and pedestrian oriented. Pinecrest/Queensway, Alta Vista/Queensway, Uplands/Riverside, Bank/Riverside, Confederation Heights, Woodroofe/Carling, Carling/Kirkwood are areas within Ottawa designated secondary employment centres in the draft plan.

Extensive employment areas are for traditional industries (warehousing, new business parks, manufacturing) with the potential for up to 2,000 jobs in low density settings such as Woodward/Clyde, west of Blair Road and the large areas of land in the east and south end of the City in industrial zones.

The Central Area is also an employment area which will remain the focal point for offices, shopping and cultural pursuits.

City's Response

The City does not agree with the level of detail included in the draft Regional Plan for secondary employment areas. The region establishes criteria for each of the three types of employment centres as well as designating specific locations for these centres on Schedule B. The city agrees with the number and location of primary centres and extensive employment areas designated but not the secondary employment centres. There are locations within Ottawa which appear to meet the locational criteria cited but which have not been designated on the schedule. For example, the existing City Hall, National Research Council and External Affairs offices would appear to be a secondary employment centre according to the region's definition as would the industrial area along Woodward/Clyde Avenue. Both of these areas mentioned have been identified as secondary employment nodes in the Municipal Directions Statement 'conceptual urban structure'. There are also locations where the city considers the secondary employment centre designation inappropriate given the current and potential development pattern at particular locations. Recommendation 3a reflects the position that the region need not designate secondary employment centres on Schedule B given the detailed definition of a secondary employment centre contained in the Regional Plan and the locational criteria specified for these centres.

Should the region not concur with deleting the designation of secondary employment centres from Schedule B, then it is recommended that the following secondary employment centres be added to the schedule:

1. intersection of Innes Road and St. Laurent Boulevard;
2. City Hall, the National Research Council and External Affairs; and
3. Woodward/Clyde Avenue

and the following secondary employment centres be deleted from the schedule:

1. Carlingwood Mall
2. Billings Bridge.

The discussion and draft policies on primary and secondary employment centres identify that a "mix of uses" is desired in the centres such as "shops, offices, hotels, services and community facilities". No reference is made to residential development. The city considers that housing units should be permitted and encouraged in both primary and secondary employment centres where the surrounding area offers a suitable environment for residential development.

Shopping Facilities

The draft plan contains policies on regional, community and neighbourhood shopping facilities. The size of a shopping facility, in gross leasable area, is used to distinguish the different facilities. Neighbourhood centres range in size from 3,000 to 10,000 square metres (32,300 to 107,600 square feet). Community shopping centres range from 10,000 to 35,000 square metres (between 107,600 to 376,950 square feet). The draft plan identifies in which locations in the urban area these shopping centres are permitted.

Regional shopping centres are treated differently. Four centres are identified within the greenbelt - three in Ottawa (Carlingwood, St. Laurent and South Keys) and are designated on Schedule B. Maximum gross leasable floor areas are indicated for each of the centres as follows: Carlingwood and South Keys - 50,000; St. Laurent - 55,000.) The draft plan specifies these limits shall be reviewed only when the region prepares a region-wide retail study and when a regional shopping centre of at least 50,000 square metres exists in Orleans or Kanata.

City's Response

The city generally supports the policies proposed by the region for community and neighbourhood shopping centres, however, the policies for regional shopping centres require modification.

The city does not agree with specifically limiting the gross leasable area of individual regional shopping centres. The city position in May 1986, was to recommend that some upper size limit was reasonable for a regional shopping centre in general. The area municipality, however, would be in the best position to determine the actual size of the individual centres through local planning controls. The city recommended a maximum gross leasable area equal to the largest regional shopping centre and not capping the size at current levels.

The region appears to believe that by capping the size of the existing regional shopping centres at their current levels, in addition to allowing South Keys to proceed, the retail markets in Kanata and Orleans will be enhanced, thereby, allowing for the early development of a regional centre in either Kanata or Orleans. Curtailing retail growth in Ottawa will not necessarily result in new retail opportunities in the two suburban town centres particularly the development of a regional centre at these locations. Population thresholds must be achieved in the Kanata and Orleans trade areas before regional shopping centres will develop. By capping the potential to expand in Ottawa, retail growth will not be enhanced in these suburban centres.

The City is of the opinion that the region should not cap the size of individual regional shopping centres at their current levels, but define a generic upper limit for these centres which provides a flexible range of development potential. It is recognized all regional centres in Ottawa do not have the same ability to expand given their location vis-a-vis site size, infrastructure, access and neighbourhood context. The issue of what centre(s) can expand and to what level, however, is a matter that should be decided by the local municipality through its Official Plan or the application of appropriate zoning.

Recommendation 3a

That the region not designate secondary employment centres on Schedule B.

Recommendation 3b

If the region does not concur with recommendation 3a, Schedule B be amended by the following additions and deletions of secondary employment centres:

1. **Intersection of Innes Road and St. Laurent Boulevard (addition);**

2. **City Hall, National Research Council and External Affairs (addition);**

3. **Woodward/Clyde Avenue (addition);**

4. **Carlingwood Mall (deletion);**

5. **Billings Bridge (deletion).**

Recommendation 3c

That housing units be permitted and encouraged in primary and secondary employment centres where the surrounding area offers a suitable environment for residential development.

Recommendation 4

That the region define a maximum gross leaseable area for regional shopping centres within the greenbelt exclusive of the Central Area and that the size of individual centres be defined by the local municipality based on such factors as the site size of the centre, capacity of the infrastructure to support the development, access and neighbourhood context.

PART 4 - Development in the Rural Area

This section of the plan identifies the Region's interest, objectives and policies for the rural area, which comprises 90% of the region. No portion of the city is within a "rural area" which would be the subject of these policies.

While the city benefits from the natural resources in the rural area and would like to see the rural environment preserved, Ottawa has no direct interest in these policies.

PART 5 - Resource Area Policies

The policies of this section aim to protect the natural resources of land, namely agriculture, mineral resource, marginal resource lands and the natural environment. The majority of this section results from an approved amendment to the existing plan (Amendment No. 31). The agriculture policies are revised, with stronger emphasis on retaining land for agricultural purposes and permitting farm severances only for owners of land at the date of adopting the plan.

City's Response

The city did not object to the amendment pertaining to policies for mineral resources, marginal resource lands and the natural environment. There are no areas with Ottawa designated Agricultural Resource Area. The policies of this section should be supported given the plan proposes to protect prime agricultural land from premature urban development.

PART 6 - Housing

The region's overall interest in housing is the adequacy and affordability for all residents in Ottawa-Carleton. The regional role is one of:

i) maintaining an adequate supply of serviceable land designated for residential development so as to affect the adequacy of housing

ii) preparing research on housing requirements

iii) encouraging and influencing housing providers such that needs are met, either through affordable housing, maintenance of the existing stock or policy directives to aid in meeting special housing needs.

City's Response

Many of the city's earlier comments have been reflected in the draft plan. Additional observations regarding the importance of an effective monitoring system and the role that the regional housing statement will have in determining future land and housing requirements have been noted in Section 1. The city, therefore, supports the housing policies in the draft plan.

PART 7 - Environmental Constraints

The draft plan identifies three factors which would affect the safety of people and the protection of property if development occurred on particular types of land, - i) floodplains, ii) organic soils and unstable slopes, and iii) noise. Policies for each factor reflect the overall regional interest - the protection of people and property from the risks posed by inappropriate development in environmentally constrained areas.

Development is permitted in floodplains where conservation authorities have fill, construction and alteration of waterway regulations in place, provided the local zoning by-law requires the conservation authority to issue a permit and that the use is generally permitted. For areas not covered by these regulations, development can only proceed by a site specific amendment to the municipality's zoning by-law. The draft plan specifies what criteria will be used in evaluating the amendment.

Noise policies have been introduced into this section. These policies were previously located in the Environmental Protection discussion paper. The city notes that the noise policies in the draft plan apply only to new developments proceeding by plan of subdivision. Infill developments, as a consequence, will not be subject to these policies. It is further noted, therefore, that noise attenuation measures and their application to infill development will be at the discretion of the local municipality.

City's Response

The revised policies reflect to a great extent the comments that were made on the discussion paper. The region did not agree with the city comment that "the surrounding area be substantially developed" was a suitable criteria to evaluate site specific amendments for development in areas where no fill, construction and alteration of waterway regulations existed. The present approach, however, provides greater flexibility for development in floodplains where conservation authority regulations are in place. The city therefore supports the policies on environmental constraints in the draft plan.

PART 8 - River Corridors

The draft plan reflects the policies and intentions of the region on river corridors that was the subject of an amendment to the existing plan. (Amendment No. 20 was approved December 30, 1985).

City's Response

It is recommended that support be given to these policies.

PART 9 - The Visual Environment and Heritage Resources

The policies of the draft official plan respecting the visual environment and heritage resources indicate that the region will be assuming a low key role in these areas, leaving other governments or agencies who have the necessary jurisdiction to assume lead roles.

City's Response

The approach adopted by the region in these two areas is consistent with the city's recommendations on the discussion paper. The draft policies, therefore, are supported.

PART 10 - Environmental Protection

The policies for this section of the draft plan deal with the protection of the environment, particularly as it relates to regional interests and jurisdictions. The region is responsible for trunk collection treatment of sewage, the disposal of municipal wastes, stormwater management, snow disposal and the provision of piped water.

City's Response

The city supports these policies.

PART 11 - Transportation

The draft regional official plan identifies a number of transportation objectives and policies for road improvements, public transportation, pedestrian and bicycle travel.

The most evident change from the existing plan is the shift in priority from transit to a more balanced approach between transit and road improvements. This is based on the expectation that transit will not realistically increase its share of riders out of the central area at peak hour travel. Road improvements such as widenings and extension of existing roads and new roads will be necessary.

Road improvements have been classified as being either Tier 1 or Tier 2. Tier 1 represents road improvements required to improve existing road capacities and to provide for the lowest future travel demand. (Lower travel demand would result if the following assumptions were achieved - lower projected population in the Outaouais, reduced Central Area employment, high employment in the urban centres outside the Greenbelt and a general reduction of 20% in the base demand forecast). Tier 1 road improvements will likely be carried out before the year 2001. Tier 2 improvements include widenings and new roads which are needed to satisfy the anticipated base demand as well as

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the maximum potential requirements such as increasing demand in the base demand forecast, a higher population than forecast for the Outaouais, higher Central Area employment and reduction in employment in the outer urban centres.

The Tier 1 and Tier 2 roads in Ottawa are as follows:

Tier 1	Tier 2
Vanier Parkway	Ottawa River Parkway (East) construction
Heron Road widening	Nicholas/Industrial connection
Walkley Road widening	Alta Vista Parkway (Walkley to Nicholas)
Hunt Club Road widen and extend	Conroy Road widening
Hawthorne Road widen and extend	Prince of Wales Drive widening
Russell Road widening	Fisher Avenue widening
Riverside Drive widening	Queensway Collector - Distributor
Baseline Road widening	Inner Ring Road
Scott Street widen and extend	Future bridge across Ottawa River
Richmond Road widening	
Champagne Arterial	
Merivale Road Widening	
Bronson/Portage link	

Transit policies are aimed at maintaining high public transportation ridership and encouraging new developments which can be serviced by public transit. Priority for the transitway is the completion to Baseline/Woodroffe, Hunt Club Road and Blair Road after which priority would be given to extending the transitway to the urban centres of Orleans, Kanata and the south.

Other policies include major bicycle corridors which are identified on a schedule, and the recognition of pedestrian needs in the urban environment.

City's Response

Of the numerous comments the City made on the earlier transportation discussion paper, only a few changes have been made to the draft plan to reflect Ottawa's concerns. To summarize, the draft plan reflects the City's position on the following points:

- identifies the Champagne Arterial and the widening of Richmond Road east of Carling Avenue as Tier 1 roads;
- Preston Street is to be deleted from the Regional road system with the completion of the Champagne Arterial;
- the reduction of the Main Street widening requirement to 20 metres (approximately the existing right-of-way);
- the reduction of St. Patrick Street widening requirement to 20 metres (approximately the existing right-of-way);
- the importance of bicycles and pedestrians in a comprehensive transportation network has been recognized by the inclusion of policies.

The draft regional plan shows Lenester - Fairlawn Avenues as a regional road. Council recommended that this road be deleted from the plan. Given that Council has approved a study to investigate options for carrying regional traffic through the area, it is appropriate that no action be taken on this road at this time. Once the study has identified potential solutions to the present situation, the future status of Lenester-Fairlawn as a regional road should be reconsidered.

A number of other regional roads that the city had recommended to be deleted from the plan have remained in the draft plan, namely - the Queensway Collector - Distributor system, the Nicholas/Industrial connector and the Vanier Parkway extension to the MacDonald-Cartier Bridge. Recommendation 5b reiterates City Council's previous position that the above-noted roads be deleted from the proposed Regional Roads Plan.

Notwithstanding this recommendation, there is a concern that this approach does not take into account the increasing amount of commercial/industrial and residential development occurring in south Ottawa. If improvements in the capacity of the Regional road network are not made, it will result in more traffic congestion on existing north-south roads (particularly on Alta Vista Drive and Bank Street). As capacity situations are reached on these roads, traffic will in turn, seek less congested routes such as collector and local roads through residential neighbourhoods.

To address this concern, City Council may wish to consider a transportation study of south-east Ottawa which explores the above-noted issues. This study should address both future systems requirements/capacities and the desire to reduce transportation impacts on established neighbourhoods. In this way alternatives may surface that meet both Regional and local expectations.

The region indicated as a response to the city's brief in May 1986, that the deletion of the following roads - (1) Prince of Wales (Carling to Highway 16), (2) and (3) Lyon and Metcalfe Streets (from the Queensway to Gloucester), (4) Somerset Street (from Bronson to Elgin) and (5) Parkdale Avenue would be considered as part of the upcoming Road Classification Review. As this Review is not likely to be considered before Regional Planning Committee completes their review of the draft official plan, the city considers it inappropriate to seek approval of these roads to be in the regional network until such time as the Classification Review has been discussed. (Recommendation 5c)

The extension of Kirkwood Avenue between Scott and Wellington is proposed in the draft plan. At the time the city's previous request to delete the Kirkwood Avenue connection across the river was being considered (Official Plan Amendment No. 57), the region advised that a further study would be completed to determine the need for the extension between Scott Street and Wellington Street. The city considers it inappropriate to proceed with the approval for the extension of Kirkwood Avenue in the draft plan prior to a full discussion of this matter. (Recommendation 5d)

As is the case in the current plan, the Region proposes to specify by by-law the minimum right-of-way for each road exclusive of land sufficient, in most cases, for bicycles or noise abatement. The City considers that the right-of-way requirements shown should be the maximum that is needed for future improvements. The land requirements for pedestrian facilities, bicycle lanes or noise abatement must be included to provide sufficient notice to the public about future land requirements. In addition, the region should be setting aside property for noise abatement methods on Regional land. This would recognize that the roads are the noise generators and that abatement due to road noise is a regional responsibility, not that of a private developer or citizen. (Recommendation 5e)

Tier 1 roads will be improved before any other improvement in each travel corridor. The City supports this policy provided a method is defined to monitor the need to change Tier 2 roads to Tier 1 roads. For example, the Region has indicated that the Alta Vista Parkway and widening of Conroy Road are Tier 2 roads. This area of Ottawa has seen, and will see, a tremendous amount of new development. The road infrastructure is lacking to support both the business activity planned by the City in the expansion of the business parks and the residential developments on both sides of Conroy Road. However, the Plan does not indicate that there will be a method by which that road can be constructed earlier. The city considers it prudent for the region to adopt a proactive approach in identifying necessary road improvements by establishing a monitoring system which will identify which Tier 2 roads be upgraded to Tier 1 roads. (Recommendation 5f)

Policy 9 of the draft official plan deals with future bridge crossings. It states, Regional Council "shall protect the approaches to potential future bridges in the Deschênes, Lemieux Island and Kettle Island locations". This policy puts into words the "conceptual links" across the Ottawa River identified in the existing plan. The City considers it premature to "protect" potential crossings which are not identified by the plan. "Protection" should be limited to the identified future crossings. As proposed, the policy would continue to perpetuate the uncertainty created by "potential" crossings, particularly if their needs are not seen within a reasonable time period beyond the planning horizon. Further, it is considered necessary for the region to request the NCC/Federal Departments to cooperate in protecting approaches to future bridges, due to the Federal land ownership along most of the Ottawa River. (Recommendation 5g)

The region, through approval of local official plans and subdivisions, wishes to maintain a form of development suitable for the economic provision of public transit. Developments and streets are desired to be arranged so that a transit stop be within 400 metres. This policy does not recognize the principle that the transportation system is in place to serve the needs created by development. (Recommendation 5h)

Regional Council wishes to "ensure that at stations along the transitway, high levels of transit ridership are promoted through adequate provision of pedestrian access and an appropriate arrangement and intensity of development" (Policy 20). In general, the city supports this policy. It is noted, however, that it is the local municipality that will undertake the planning studies to determine the intensity of development that is appropriate at transit stations (and provision of pedestrian access). It is also noted that this was Council's earlier position (taken April 1, 1987) on the agreement between the Region, Province, and area municipalities to promote development of lands within walking distance of the transitway. (Recommendation 5i)

Policy 21 contemplates future extensions of the transitway and protection of the corridors until further studies are completed. The city supports the intent to study the need for future transitway corridors, however, the possible locations should not be identified in the regional official plan. This would preclude areas other than those identified from being studied unless an amendment to the plan was approved. The region should be able to conduct a feasibility study into the need for future transitway corridors, and if needed, add the proposed extensions to Schedule F (which shows the location of the transitway) by way of official plan amendment. This could be part of the ongoing monitoring system which evaluates whether the desired balance between road and transit use is being achieved. The city therefore recommends that policy 21 be deleted. (Recommendation 5j)

Schedule F identifies major bicycle corridors in the region which will be protected through the approval of plans of subdivision. Some of the corridors appear to run along proposed transitway routes. A policy should commit the construction of bicycle paths along new transitways where such facilities are not already available. As well, the corridor should be extended south along Conroy Road to connect the major residential areas of South Ottawa. (Recommendation 5k and 5l)

Recommendation 5a

That the future status of Lenester-Fairlawn Avenues within the regional road system be considered following the outcome of the study into alternatives to the present function these roads perform.

Recommendation 5b

That the Queensway Collector - Distributor System, the Nicholas/Industrial connector and the Vanier Parkway (extension to MacDonald-Cartier Bridge) be deleted from Schedule C1 of the proposed Regional Roads Plan as per City Council's recommendations to Regional Council in May, 1986.

Recommendation 5c

That the Region not seek approval of the following roads to be in the regional road system and shown on Schedule C1 until such time as the Road Classification Review is considered - (1) Prince of Wales (Carling to Highway 16), (2) and (3) Lyon and Metcalfe Streets (from the Queensway to Gloucester), (4) Somerset Street (from Bronson to Elgin) and (5) Parkdale Avenue.

Recommendation 5d

That the approval of the Kirkwood Avenue extension between Scott and Wellington Streets as a proposed regional road be deferred until a full review of the need for the extension is completed and potential changes to the status of other regional roads in the area have been identified.

Recommendation 5e

That Policy 4 be amended to read "Council shall pass a by-law to specify the right-of-way for each regional road, which includes land for uses other than the roadway (such as for pedestrian facilities, bicycle lanes, landscaping, noise abatement, utilities), such by-law being subject to amendment from time to time.

Recommendation 5f

That Policy 5 be amended by adding the following:

> "A monitoring system will be established to identify the characteristics that would increase the need for improvements to Tier 2 roads earlier than anticipated. Should circumstances warrant, an amendment will be initiated to change the status of a road(s) from Tier 2 to Tier 1."

Recommendation 5g

That Policy 9 be amended as follows:

> "Regional Council shall participate with other levels of government in a study to determine the need for and location of additional road crossings of the Ottawa River. Pending the outcome of this study, Council shall protect, in cooperation with the NCC and other Federal departments, approaches to future bridge locations."

Recommendation 5h

That Policy 15 c) be amended to read "an arrangement of development and streets whereby the users of the buildings generally are within walking distance to transit service or where transit service can be provided and walking distance to transit service are minimized by ..."

Recommendation 5i

That Policy 20 be deleted and replaced by the following:

> "When approving or considering local Official Plans and amendments, Council will ensure that area municipalities encourage a high level of use of the transitway. This may be accomplished by the local municipality identifying, through detailed planning studies, the appropriate arrangement and intensity of development and provision of pedestrian access at transitway stations."

Recommendation 5j

That Policy 21 be deleted from the draft official plan. In its place the region should define an ongoing monitoring system to investigate possible transitway extensions.

Recommendation 5k

That Policy 22 be amended as follows:

> "Council recognizes bicycles as a form of transportation for commuting and recreation on existing and proposed regional roads, in new transitway corridors and regional utility corridors where appropriate. Where feasible ..."

Recommendation 51

That Schedule F be amended to extend the major bicycle corridor south along Conroy Road to Hunt Club Road.

R. Bailey

RB:ar-5
CD1E0082-4
16/09/87

R. Bailey,
Commissioner of
Community Development.

INPUT FROM OTHER SOURCES

Other Departments

The draft regional plan was circulated to affected City departments for review and comment. Response received have been considered during the preparation of this report.

Senior Management

A meeting was held on June 25, 1987, attended by Senior Management of the City's Administration. During the meeting, staff from Planning Branch provided a summary of the Region's proposals and the primary concerns of staff. Comments received at this meeting were considered during the preparation of this report.

ATTACHMENT(S)

N/A

COMPATIBILITY WITH PUBLIC PARTICIPATION POLICY

The availability of this report was advertised in the two daily papers along with the notice when the item would be before Planning Committee.

It is also noted that the Regional Planning Committee recently held meeting to hear public response to the draft plan at which time approximately 75 presentations were heard. Written submissions totally 116 have also been received, some of which were the subject of verbal presentations. Many Ottawa community associations and interest groups (such as the Federation of Citizen's Associations, New Edinburgh, Canterbury, Westboro, and Ottawa East Community Association's, and the Citizens for Safe Cycling) made verbal and/or written presentations directly to Regional Planning Committee.

DISPOSITION

The City Clerk to forward to the Clerk of the Regional Municipality of Ottawa-Carleton a copy of City Council's disposition of this matter, along with a copy of the approved report.

FINANCIAL IMPACT

There are no immediate costs to the City by approval of the recommendations, however, if it is found that the processing of this report implicates Ottawa or commits the City to future financial undertaking for the cost sharing of projects, exchange of assets, etc., full details by way of subsequent reports will be submitted for consideration prior to implementation.

G R Simpson

COMMISSIONER OF FINANCE
BH:dd 02/10/87